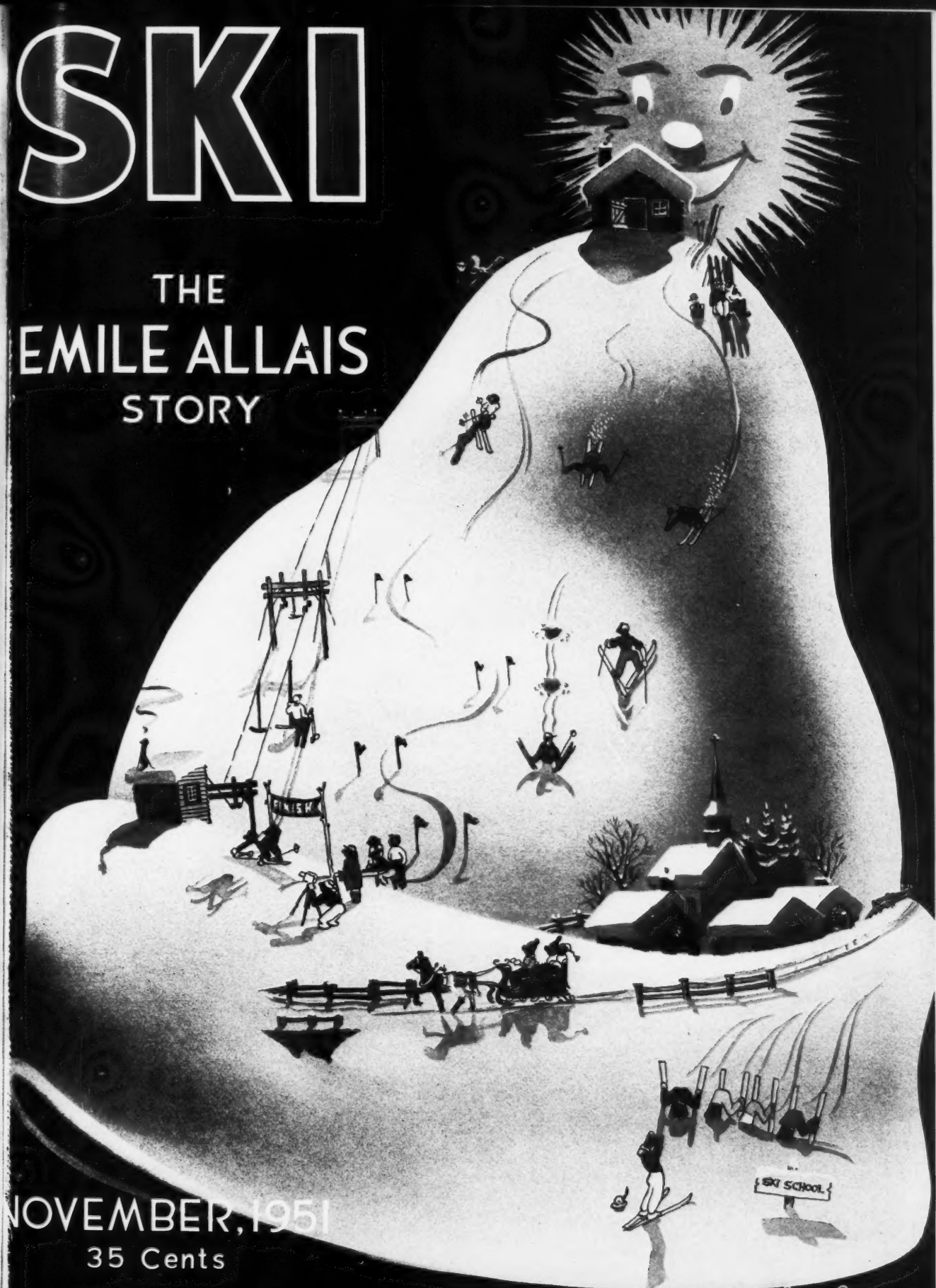


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NOVEMBER, 1951

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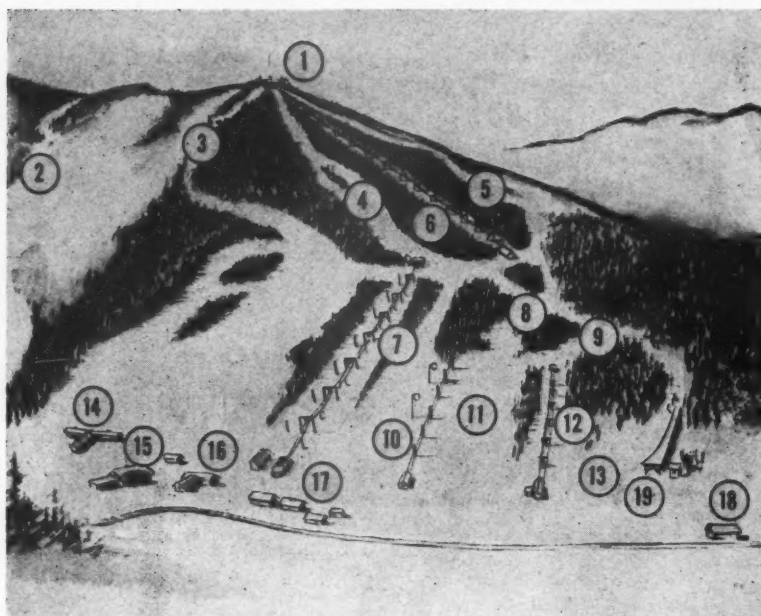
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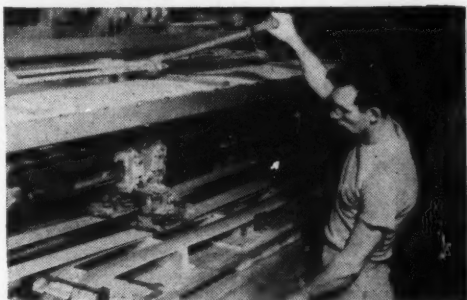
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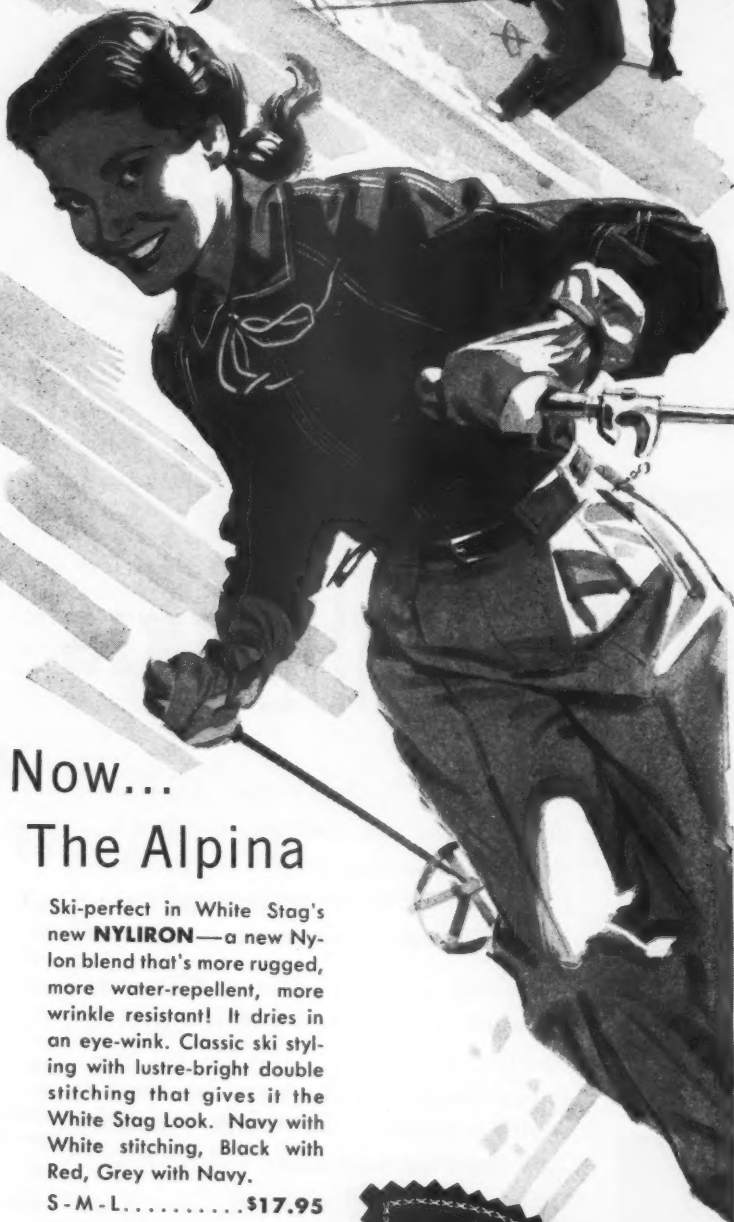
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AT TOP STORES



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SKI MAGAZINE, NOVEMBER 1951

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## LETTERS

### Keep it Coded

Sirs:

Some time ago I sent in a subscrip-  
tion application for one year of Ski  
Magazine, but did not include payment.  
The spring issue came, and so did a bill  
for my subscription.

I liked the magazine so much that I  
want to change my mind and take a  
three year subscription.

Sorry to foul up your accounting sys-  
tem, but here is payment for three years,  
so change me over from one to three  
years.

JAMES F. STAECK

East Syracuse, New York

P.S. You know me as B5213—SIDNU  
3-13-51

Dear B5213—SIDNU 3-13-51:

*We are very pleased that you like our  
magazine, but what's the idea of break-  
ing our code? After this, sign yourself  
B5213—SIDNU 3-13-51 alone or it's the  
salt mines for you.*

Affectionately yours,

Special Agent RX784—SHRDLU  
Circulation Manager

### Erl On Troubled Waters

Sirs:

The article written by Erling Strom  
has really infuriated me. I would be  
ashamed to show it to any person desir-  
ing to ski for the first time. Tags for  
donations to the ski patrol! Suppose the  
tags were lost? Keeping the skis for

failure to pay Ski Patrol—very infantile  
way of doing things, knowing it isn't le-  
gal.

Now that I have this off my chest I  
would like to give my own sensible idea  
to this drastic situation. Why not have  
the ski areas themselves add a five cent  
fee to each lift ticket and donate this to  
the NSPS & NSA. This way there would  
be no complications.

ARTHUR M. STRAUSS

Brooklyn, New York

Sirs:

I was greatly impressed with Erling  
Strom's article "Why Must They Go  
Begging?" in your Spring Issue. Having  
spent many years in the business of rais-  
ing funds for schools, colleges, and uni-  
versities, I recognize the merits of Mr.  
Strom's suggestions.

I hope your magazine will not let this  
idea drop. Some day the system he sug-  
gests will doubtless come. You will be  
doing a great service to see it realized  
now instead of twenty years from now.

ROBERT M. DUNCAN

Scarsdale, New York

Sirs:

As long as we are back in the service  
again (three years other war) we view  
skiing with a jaundiced eye. As a matter  
of fact, it makes me downright mad to  
see all the young, healthy ski bums,

(Continued on page 8)

SKI MAGAZINE, NOVEMBER 1951



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## 1952 American Ski Annual and Skiing Journal

Roger Langley, Editor

Yearbook issue now ready, 256 pages packed with skiing articles and information, with over 150 pictures. Official publication of the National Ski Association. A Complete résumé of skiing events of the past season and plans for 1952.

### With these Outstanding Extras

- Who's Who on the 1952 U. S. Olympic Ski Team
- Who Stole Whose Thunder by J. Stanley Mullin
- Brighter Prospects for the East by Frank Elkins
- Portland Rose Festival Jump by George Henderson
- Monroe Skyline Tour by Roland Palmedo
- Pipe the Snow by Harold Blaisdell
- The Juniors Have It by Ethel Van Degriift
- Try Touring, It costs Less by John Holden

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Name .....  
Address .....  
City ..... State .....

## LETTERS...

still bumming! Anyone that can carry a pair of skis up to Crater Rock on Mt. Hood, can carry a gun.

I've skied since 1935, except for the war, and did not appreciate the younger skiers' derisive looks and remarks as I regained my ski legs. After this fracas I'll just pack a gun and shoot their skis out from under them. Not that many skiers did not contribute their services in the last war; they did, but this new crop will probably contribute a can of beer and some cute remark.

By the way, what has happened to the skiers of yesteryear, the friendly spirit (if you were both on skis you were friends)? Now it's worth your lunch pack to put it down, a mitten, or a visor, because *swish* it's gone; unfriendly spirits. Here's to you skiers. I hope it rains in New England, Pacific Northwest, Colorado, and Sun Valley all winter 1952.

MRS. ROBIN HOTT

Portsmouth, Virginia

We can't say what the new crop of skiers will contribute to this war, Mrs. Hott, but our guess about those friendly skiers of yesteryear is that some of them have taken off their skis, are viewing skiing with a jaundiced eye and cursing the younger generation.

THE FINEST BOOT IN SKIING . . . AMERICAN DESIGNED . . . SWISS MADE

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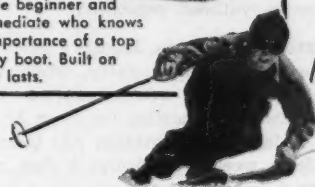
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• **BECAUSE:** Austria, Europe's most inexpensive tourist country, offers the most attractive accommodation, the most delicious cuisine, for from \$3 to \$8 a day for everything. Ski lessons \$4.50 a week, four hours a day, six days a week.

• **BECAUSE:** every visitor shares the gay singing and dancing of the typical Austrian evenings, the lasting good fellowship of the Austrian ski world.

**COME THIS WINTER FOR GOOD SPORT AND GOOD FUN WITH THE SKI "HASERIS" AND THE OLYMPIC CHAMPIONS (at St. Anton).**

Austria is only twenty hours from home; no entry requirements. Write for new booklets, new posters and list of events, including **INTERNATIONAL SKI WEEK JANUARY 17-20, 1952.**

**AUSTRIAN STATE TOURIST DEPARTMENT, 48 EAST 48th STREET, NEW YORK 17**

**SKI MAGAZINE, NOVEMBER 1951**





THE

# Wandering FRENCHMAN

An interview with Emile Allais,  
Olympic Downhill Men's Team Coach

By PAUL JACQUES GRILLO



Face of a man who never stops skiing.

I HAD known Emile Allais long before his South American triumph, long before his name became front page news all over the world, as the ski winner of the Olympic Games. When I saw him recently in New York, he was still the same smiling mountaineer who had crossed my path in life a dozen times. I first met him in Mégeve, where he was born and won his first laurels in skiing. The next time, we met in the train to Méribel, the new French resort I was building then, where Emile traced all the runs and meticulously staked every one of the ski-tows. It was then I learned to appreciate the accuracy of his judgment, the thoroughness he displayed in all his surveys, his indifference

to fame and success, and his fantastic modesty.

Everything in Emile is *economy*: thrifty in his words, in his gestures, in his walking and skiing. The result is an efficiency which leaves out nothing.

I had not seen him and his charming American wife Georgette since he had taken his position at Squaw Valley in California. We were to meet in New York to discuss the plans of the chalet and shop he intends to build this year. In their hotel room, where we slalomed between the usual array of trunks and suitcases, I glanced at the tags and asked: "Just returning from Portillo?"

"And Paris, too—" Georgette interrupted: "He was decorated with the Legion of Honor! And then he was at Mégeve for a few days before he went to Chile. I had to travel south alone on a little Chilean freighter—Emile was there long before I was."

"A beautiful trip . . ." I ventured.

"Yes, but we have done it so often, it is becoming almost monotonous."

Emile smiled: "Panama, the cliffs of Culebra, we took the train once instead of the Canal. It is different."

"But tell me, what about California, your projects, the runs, the snow—tell me everything."

Emile answered slowly, carefully. He spoke like a telegram:

"Squaw Valley? Beautiful! Splendid possibilities. The lodge built last year is a success. Great runs. That is where we want to build our chalet and shop. We want something different, but quite Savoyard, you know: Roof with big stones

to hold the snow, wide overhanging eaves, two side walls encasing the gallery on the second floor and an attractive deck for the public on the first floor. The shop will be different: not just a shop, but a little club-lounge too, with books and magazines about mountaineering and skiing, where the real mountain lover will come and browse . . ."

"You know," added Georgette, "those nice kids who come sometimes with not too much money and hesitate to buy a book, but love to spend hours reading through ski literature: we had quite a few last winter; they came and read Emile's books hours at a time, to learn as much as possible about skiing. They cannot always afford lessons. We want

(Continued on page 26)

*Economy of movement is an Allais characteristic.*





## WANT TO BE ON THE OLYMPIC SQUAD?

Most members of the 1952 Olympic Squads owe part of their success to Sun Valley. Would you like to follow in their footsteps in '56?



It's easy. Just go to Sun Valley and take a job as a waitress—if you're a girl, that is; if you're a man you're liable to look a little silly in the dotted Swiss outfits a Sun Valley waitress wears. If you're accustomed to wearing pants it might be better to get a job with the Sun Valley ski patrol. In either case the result may well be the same—a berth on the Olympic squad. There's a catch to it, of course. You have to be a very promising skier to start with, and you have to

*Sally Neidlinger, daughter of the Dean of Dartmouth College, serves guests at the Trail Creek Cabin.*

**AT THE TOP:** The Women's Olympic Squad of 1952. Front row, left to right: Skeeter Werner, Steamboat Springs, Colorado; Suzy Harris Rytting, Salt Lake City, Utah; Sandra Tomlinson, Sun Valley, Idaho; Katy Rodolph, Hayden, Colorado; Imogene Opton, North Conway, New Hampshire; Betty Weir, Omaha, Nebraska; Sally Neidlinger, Hanover, New Hampshire; and Madi Springer-Miller, Stowe, Vermont. Not shown are Andrea Mead Lawrence, Rutland, Vermont; and Jannette Burr of Seattle, Wash.



*The Men's Olympic Squad of 1952. Front row, left to right: Dick Buek, Soda Springs, California; Bill Beck, Kingston, Rhode Island; Jack Reddish, Salt Lake City, Utah; Brooks Dodge, Hanover, New Hampshire; Jim Griffith, Ketchum, Idaho. Rear row, Alan Fischer, Portland, Oregon; Jim Murphy, Salt Lake City, Utah; Verne Goodwin, Pittsfield, Massachusetts; Jack Nagel, Skykomish, Washington; Darrell Robison, Salt Lake City, Utah. Not shown: George Macomber, West Newton, Massachusetts; Dave Lawrence, Hanover, New Hampshire. Also absent but not forgotten are all members of the Jumping and Cross Country Squads.*

be willing to work hard at the job you are given. If you fulfill these two qualifications, your working hours will be arranged so that you can get a certain amount of training every day, and your training will be unofficially supervised by a top racer on the staff of the Sun Valley Ski School. Then all you have to do is make an almost perfect showing in the three or four big races used by the Olympic committee to select a team, and you're in. You should live so long.

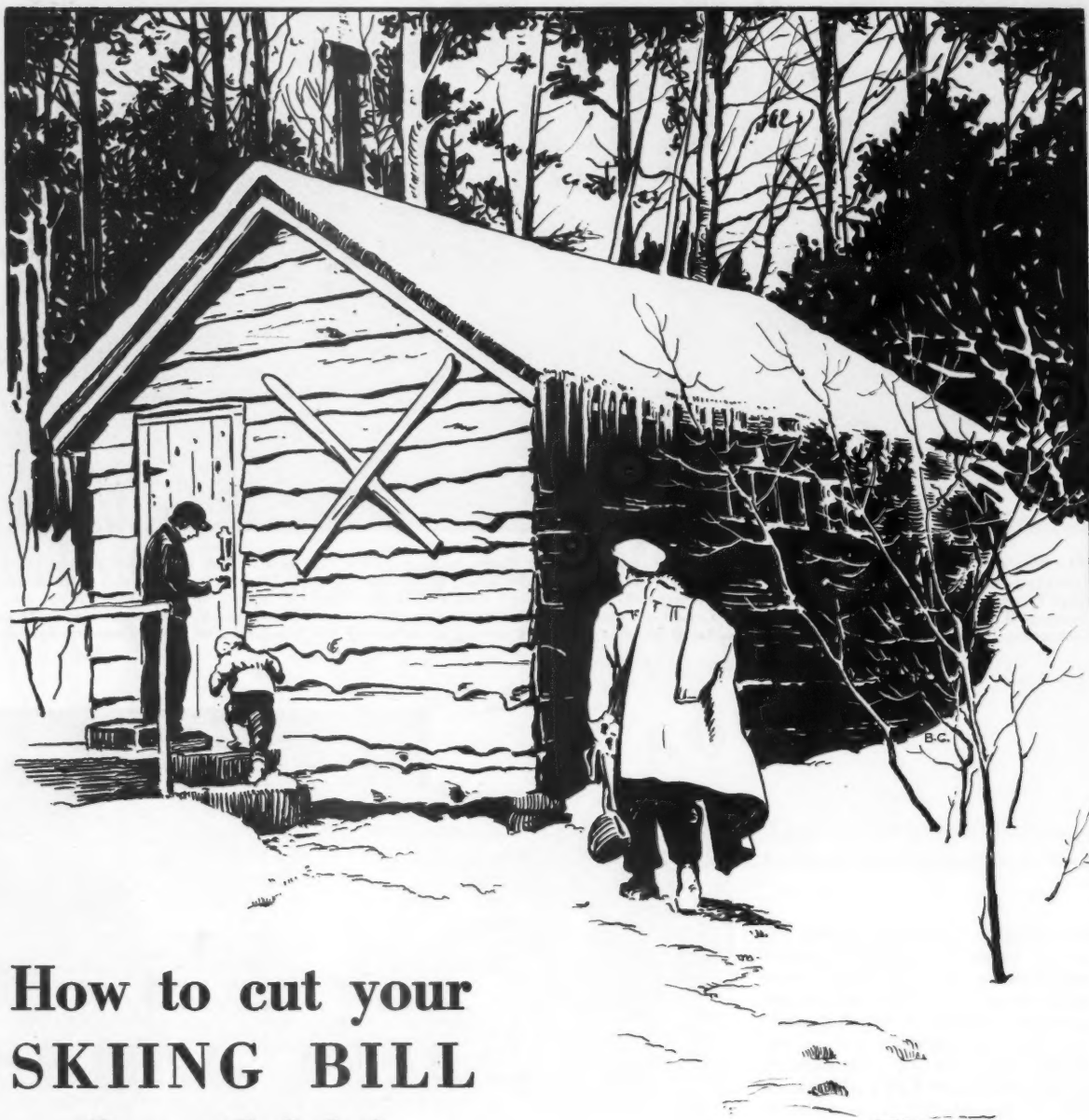


*Jack Nagel, Jack Reddish, and Dick Buek worked on the paid ski patrol while in training.*



*Dick Buek, a member of the 1952 Olympic team, smooths out a rut on one of the trails—one of his duties on the Sun Valley ski patrol.*





## How to cut your SKIING BILL by \$1800

**When a family of four wants to ski every week-end of the season, something has to be done or the family bankroll will take an awful beating.**

By FRANK WHITEMORE

UNLESS my wife and I could figure out some way to cut our skiing expenses we were doomed to a fate worse than death—we would have to give up our regular weekend ski jaunts and take up canasta. Obviously something had to be done. But the problem did not involve my wife and me alone. We have two small children—Suzanne, age six, and David, age three—who have also caught the ski bug and want to go along with us every time we head for the slopes.

We are highly pleased that they have taken to skiing so early in life, but their dear little bodies take up just as much space in a ski lodge as the bodies of their parents, and lodge-owners have a habit of charging for all space used—not to mention all food consumed.

Actually the food problem didn't worry us too much. We all had to eat anyway. Lift expenses were no problem, because the youngsters were too young to ride the lifts. Gasoline costs no more

for two than for four, so that did not concern us. It was the lodging problem that had us worried, and kept us suspended between the heaven of skiing and the alternative of canasta.

So we dreamed up the idea of building our own ski lodge. After the first flush of conception we sat back and considered our plan, and oddly enough it did not seem impossible or impractical. We estimated the costs, and we began to think that we had the answer to our



problem. But first we had to decide where to build a lodge.

There are so many wonderful ski areas in New England—all of which we have skied at one time or another—that we had a hard time picking out a location for our lodge. Finally we decided that the Eastern Slopes area offers a long season and many different types of skiing. Most important, it is not too far from our home in Rhode Island.

Then we started to look for land in earnest. One fine spring day we found a wonderful spot a mile off the main highway (Route 16) on a scenic dirt road. The East Branch River roars out of the mountains alongside this road, and there are several beautiful little brooks, all providing good drinking water, that flow from surrounding mountains into the river. We picked a piece of land between two of these brooks. The other boundaries are the dirt road and the river. In all, there is about an acre of land covered by fine trees of many varieties. When we got hold of Mr. Ray Cannell of Intervale, the owner of the land, we received our first pleasant shock—we could have it for \$100.00. We quickly wrote Mr. Cannell a check.

Our next step was to make an exact scale model of our lodge. This took a lot of debating and much time, but we finally came up with a model that suited us perfectly. A few days later one of my best ski friends and I were on our way to New Hampshire to look for bargains in lumber.

Luck was still with us. We stopped at the Pinkham Notch Camp to ask Joe

Dodge for help in locating lumber, and although Joe was fishing in Nova Scotia at the time, Mrs. Dodge told us to see Mr. Ronald Meserve in Jackson. We had hardly started our conversation with Mr. Meserve when he suggested that we take a look at an old shed for which he had no further use. The shed turned out to be the former home of four cows. It smelled to high heaven, but it was solidly built and about the same dimensions as our cherished model. And Mr. Meserve was willing to let us have it for \$100.00.

We arranged to have the shed moved to our land, at a cost of \$40.00, and went home congratulating ourselves. The next week we would start work in earnest.

We did. Every weekend that summer, my friend Les Brown and I drove up to New Hampshire and sweated to get the lodge ready for the coming winter. It was back-breaking work; piers had to be installed and the shed jacked onto them; the inside had to be cleaned out, and the shed had to be re-roofed and reinforced. Slab siding had to be installed. If it had not been for my good friend, I might have become discouraged and perhaps quit; but my friend kept me working, and finally we finished the job.

Today the cowshed is a real ski lodge. We have six log bunks and a double bunk in the half-loft, so that we can sleep eight in all. We have a double sink contributed by a friend, and a stove that we bought for \$15.00. The table, a long, wide one, can be easily dismantled from its fixtures on the wall to provide more room. All towel racks, curtain rods, and

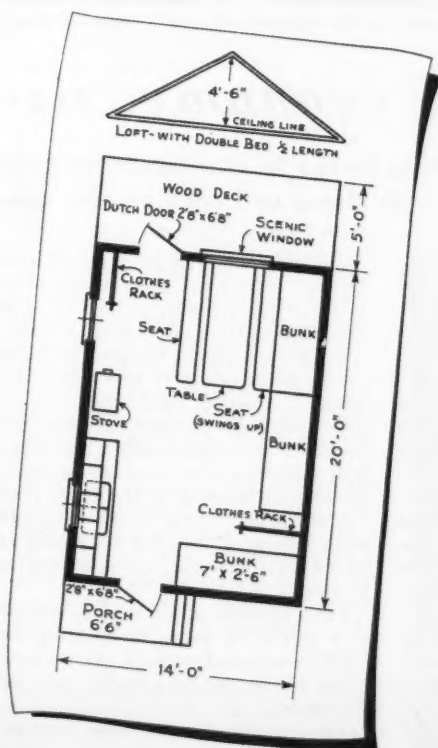


The cow shed smelled to high heaven...

bars for clothes hangers are made of old ski poles, while the door handles are either pieces of broken skis or are fashioned from saplings. One large window, made from two conventional cellar windows, opens out on the ever-roaring brook, while the other two look out through the woods. Two gasoline lanterns furnish plenty of light. All bunks are equipped with air mattresses, a must because of the ever-present mice, and we use G.I. sleeping bags which we picked up for very little. The entire cost of the lodge—and remember, this includes everything—was \$647.53.

During the season of 1950-51, the lodge was used every weekend by all or part of our family. It has worked out better than we dreamed, and already we

(Continued on page 29)



#### MATERIAL AND EQUIPMENT COSTS

Land .....	\$100.00
Cow Shed .....	100.00
Moving shed plus tax .....	50.00
Nails .....	6.60
Flooring lumber .....	47.00
Hardware .....	36.50
Glass .....	3.20
Linoleum and Cement .....	10.50
Creosote .....	5.00
Miscellaneous supplies .....	28.58
Miscellaneous lumber .....	27.50
Windows .....	7.00
Stove .....	15.00
Four sleeping bags .....	72.00
Four air mattresses .....	54.00
One spring for loft bed .....	14.00
Blankets, towels, curtains, sheets, etc. ....	50.65
Rug .....	20.00
<b>Total cost of cabin .....</b>	<b>\$647.53</b>



Some members of the John Jay Tour to Switzerland and Austria line up in front of the magnificent open slopes of Arosa.

## ALPINE SAFARI . . . *economy size*

by John Jay

Thirty Americans fly to Europe for two wonderful weeks of skiing on mile-high slopes and deep powder snow

For years, thousands of skiers in America have been casting longing eyes at the vast snowfields of the European Alps—four thousand miles away. For years, American skiers have drooled over the luscious photographs emanating from the publicity offices of the Alpine countries—pictures that revealed sun-drenched slopes, timber-free and waist-deep in fluffy white powder, where bronzed gods and goddesses rode romantically upward in twin chairlifts, aerial cable cars, and gaily painted cogwheel trains. Eastern skiers in particular have ground their molars down to the very gums at the mere thought of these snowy Shangri-Las.

But the Alps had always seemed so far away, so hard to reach, and so far beyond the average person's budget. Or so it seemed to me until one day last

summer when I had a call from the Clara Laughlin Travel Service in New York.

It was Pat Ray on the wire informing me that I was wanted to lead a trip from New York to the Alps for two weeks of mid-winter skiing. We were to fly over and back via KLM Royal Dutch Airlines, and the whole trip was to be a skier's dream trip come to life.

Picking myself up off the floor, I managed to say that I might be able to squeeze it into my lecture schedule provided I could take my wife and child along. "Absolutely!" came the answer, and the deal was on.

Then we set to work at once, planning the details of the trip, together with Fred Quanjer of KLM airways, whose previous experience with international skiers proved most helpful. We soon

found that the average American skier believed he was not good enough to ski in the Alps. Actually, nothing could be farther from the truth, for apart from a few top-notch racers, the general calibre of European skiing is now below that found in America. Furthermore, the Alpine resorts are designed, like our own, to cater to the general public. Any American skier who can spend an enjoyable weekend at Stowe or at the Sugar Bowl will shine like a star in the firmament when compared with the ski crowds at Davos, Sestrières, or where-you-will in Europe.

Time, formerly a barrier, was reduced to a matter of hours by utilizing the KLM airways to Europe. A two week vacation became easily possible, even for Westerners.

The biggest objection, cost, was re-



The KLM Constellation and most of the members of the tour at Idlewild Airport just before the fast twenty-two hour flight to the heart of the Alps.



Jay? Your party iss all very good shki-ers."

moved by careful investigation and full use of the buying power of the dollar. Winter is still off-season in most parts of Europe, and with the lower rates we were finally able to offer a complete trip for two weeks—food, airplanes, hotels, trains, even tips and ski lift tickets—all for \$759.

Throughout that fall and early winter I plugged the trip from coast to coast during my shows. Reaction was swift and surprising. I interviewed dozens of interested persons, and there were thirty of us aboard the KLM Constellation that took off from Long Island, Zurich bound, on the tenth of February.

The thirty members of the John Jay Tour were from cities all over the country—including Wheeling, West Virginia. Their ages ranged from seven to fifty-five, and there was a nice sprinkling of single young men and women of attractive appearance and susceptible age. Only a few of us had ever skied in Europe before, and all of us were starry-eyed.

The hospitality that engulfed us as soon as we took off did little to alleviate this condition. KLM is world famous for its service, and Fred Quanjer had really rolled out the plush carpet for this trip. Dinner on the plane lasted a thousand miles, and included filet mignon and champagne. At every stop—Newfoundland, Prestwick, Amsterdam, and Zurich—we were made to feel like visiting royalty.

At Zurich a special bus met us and started us on our journey to Arosa. We changed to a small train at Chur and it was well after dark when our smiling Swiss conductor opened the door to our compartment and dramatically announced, "Arosa . . . Austeigen!" Out-

side, sleigh-bells jingled in the falling snow—and New York was only twenty-seven hours behind.

Our hotel, the Kulm, was at the top of the hilly main street, and a ski lift started almost at its front door. After a rest that was mercifully forced upon us by a two-day snow storm, we all went crazy in the wonderful new powder on the mile high slopes above town. At night we danced and partied until early morning, sometimes coasting downtown by moonlight on baggage sleds, but nothing could keep us off the slopes the next day.

One day we took a trip to world-famous Davos, and I wondered if my weekend skiers from America could stand the eleven-mile downhill we had in store for us. I should have had more confidence in them. They shrieked with joy down every foot, and two stayed another day to do it again. The guide I had hired asked me, "Vy did you vant me, Herr

We set out for Kitzbuhel, Austria, on Sunday, in order to avoid the weekend lift lines. Some herculean efforts in international diplomacy by Pat Ray had secured us a private railway car that went straight through, thus saving us the three changes of trains usually necessary. We soon filled this car with seventy-two pieces of baggage, several sleeping bodies (some of the late dancers hadn't gone to bed at all), bottles of *spiegel-berger* wine, and song. Although it was snowing hard when we arrived at Kitzbuhel, the entire town band was drawn up at the station to welcome us, but we were a quarter of a mile down the track hastily tossing our luggage out the windows of our private car. Finally we got together and were toasted in schnapps as the "biggest American ski party in Austrian history."

In Kitzbuhel the Austrians have built an elaborate system of interconnecting lifts and trains called a "Ski Merry-Go-Round." They claim that over 30,000 feet  
(Continued on page 30)

Gone native to the extent of lederhosen and Tyrolean skirts, the members of the tour relax in Tony Praxmair's cafe.

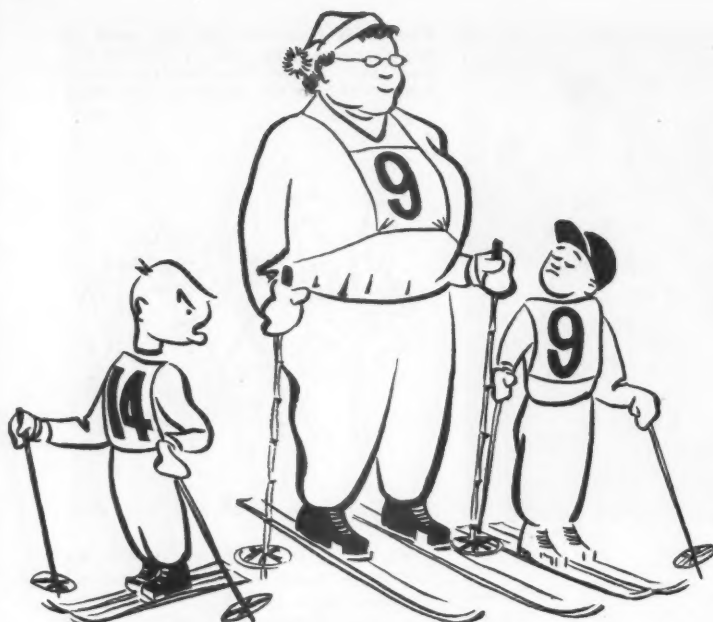




# the Huntoon Handicap

Every dub dreams of a race in which good skiers are handicapped, and every expert longs to win with a minus time—

by CHARLES R. METZGER



Grandmothers and grandsons . . .

IN these days, as racing competition grows increasingly stiff and racers become correspondingly fierce, one looks back somewhat nostalgically to such carefree events as the Huntoon Handicap, in which everybody raced: grandmothers and grandsons, Class A racers and snowplow jockeys alike. One looks back tearfully, if one is sentimental, to that era of great good humor and camaraderie among skiers—to that time, not so long ago, when skiing was in its early, nebulous, and unstratified condition and before its society became organized into a hierarchy of well-defined castes—Class A racer, Class B racer, and so on down to the lowly and untouchable slope-dope.

It was with the idea of bridging this gap between the lowest and highest forms of skiing life that the internationally famous Huntoon Handicap was inaugurated in 1934—for even then the cleavage between the “skier” and the “racer” was becoming ever wider. There were racers in those days, Hannes Schroll, Otto Lang, and Dick Durrance,

who were making the volcanoes of the Pacific Northwest their playgrounds; and there were just plain skiers in all parts of the nation who actually knew how to turn. Moreover, a considerable number of these could turn whenever they wanted to—an impressive achievement then, as it is even today.

The Huntoon Handicap was named in honor of its founders and sponsors, The Huntoon Sliding and Social Club of Mount Baker, Washington. And the club was named after the late Bert Huntoon of Bellingham, Washington, who owned the summer cabin where a group of Seattle business men gathered during the winter of 1930 and each winter thereafter for the purpose of sliding and being sociable.

The Handicap these men set up in 1934 was, as has been suggested, a race to cement cordial relations between the superior skiers and those of negligible attainments. It was a couple's race—more specifically, a mixed couple's race. But it was a couple's race of a very special, philosophical, and economical kind, for it was designed to accomplish an assortment of important things all at the same time and at one running. It was designed, in the first place, to give the racer who had experienced a grim or discouraging season an opportunity to relax, to forget his disappointments, or to celebrate his survival. It was designed also to give the racer flushed with a season of unbroken successes a chance to wind up the season with one last race, the results of which were never taken seriously by anyone who could ski at all. At the same time, the Handicap was designed to give the poor skier, even the non-skier, a chance to enter a real race, to wear a number, to compete, and pos-

sibly to win against a field of eminent competitors. Further, the race was designed to give all a chance to compete together for fun, and to celebrate whatever seemed worthy of celebration.

The Huntoon Handicap did all of these things admirably. It was run off, usually the weekend after the Silver Skis, over a course extending from the top of Austin Pass down to the surface of still frozen Bagley Lake. It was an easy half-minute race, marked by a min-

(Continued on page 31)



Disqualified . . .



The contestants receive their reward.



# Summer Skiing

## ON MT. ATHABASKA

Athabaska Glacier in Canada's Jasper National Park is part of the Columbia Icefields, from which water runs to the Atlantic, Pacific, and Arctic oceans.

By DOUGLAS PFEIFFER



*A glacier skier must also be a mountaineer and packhorse.*

JOHNNY Fry and Dick Holden, two McGill College students working in Banff for the summer, called for me at three a.m. as we had arranged. The mountains surrounding the town were clearly visible in the metallic glow of very early morning. Most of the peaks that poked above timberline had not yet shed their heavy white winter overcoats, even though it was the beginning of July. There seemed to be enough snow on them to make good skiing possible, but to reach the skiable slopes would have meant a three thousand foot climb through heavy forests—hard work when lugging skis. Consequently, we paid

them little heed. With skis secured to the rack on top of the car, the three of us were heading out of Banff to a place where skis could be strapped to the feet almost at the car door.

One hundred and twenty miles north of Banff, the highway to Jasper National Park passes the tongue of the Athabaska Glacier. This huge Glacier forms part of the Columbia Icefields, an unbroken area of ice and snow one hundred and fifty square miles in extent. It sprawls like a giant icebag on the very forehead of the continent. Water melting from it flows to three big oceans, the Atlantic, Pacific and Arctic. When

weather and snow conditions are favourable, much of the expanse is a skier's delight—a huge frozen delight.

The drive up to the Icefields is an interesting one. Wildlife crowds the woods almost as thickly as skiers on Bear Mountain any February weekend. Hardly three miles out of Banff we had to slow down to let a flock of Rocky

*(Continued on page 33)*



*It is not as far as it appears to the snowfields of Athabaska.*

SKI MAGAZINE, NOVEMBER 1951



*A skier is dwarfed by a huge serac.*

FOR

# Experts

IN THE MAKING



## A REVIEW OF SKI TECHNIQUE

BY FRED ISELIN

PHOTOGRAPHS BY PATRICK HENRY

Once again Fred Iselin and Patrick Henry have produced a striking series of photographs on ski technique. This is the first of the series, and in future issues such maneuvers as the parallel pole turn, the kick turn, the Reuel turn, and the fast parallel turn

will be thoroughly illustrated and described. As everyone must know by now, Fred Iselin is the Co-Director of the Aspen Ski School, and Patrick Henry is a free-lance photographer living in Aspen, Colorado. In this issue, the two experts take up a pair of the

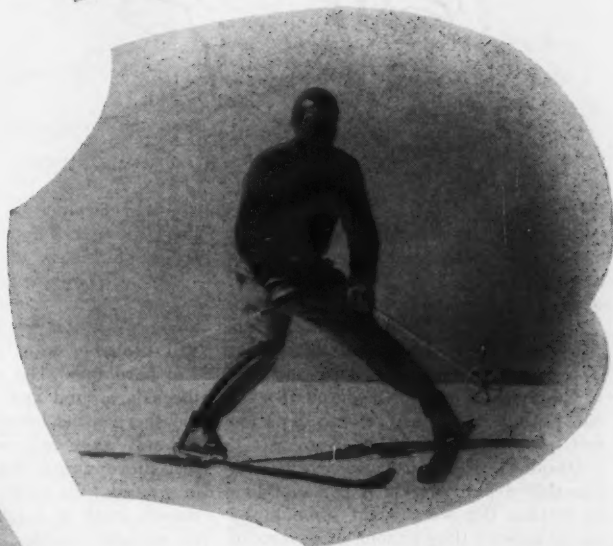
basic maneuvers of skiing, the snowplow and the downhill traverse. For an expert skier in the making, these movements are indispensable. Study and practice them—and prepare for the bigger things ahead. The winter lies ahead of us, and we want it to be good.

## DOWNHILL TRAVERSE



1. To start a downhill traverse, place the skis parallel and stand solidly on both.
2. As you start to move, slide the uphill ski slightly ahead and edge both skis toward the slope. Keep your hands above your knees and your poles pointed sideways for balance. Your body should be vertical and your shoulders level.

## SNOWPLOW

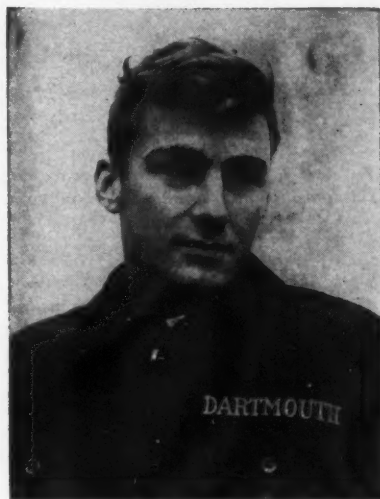
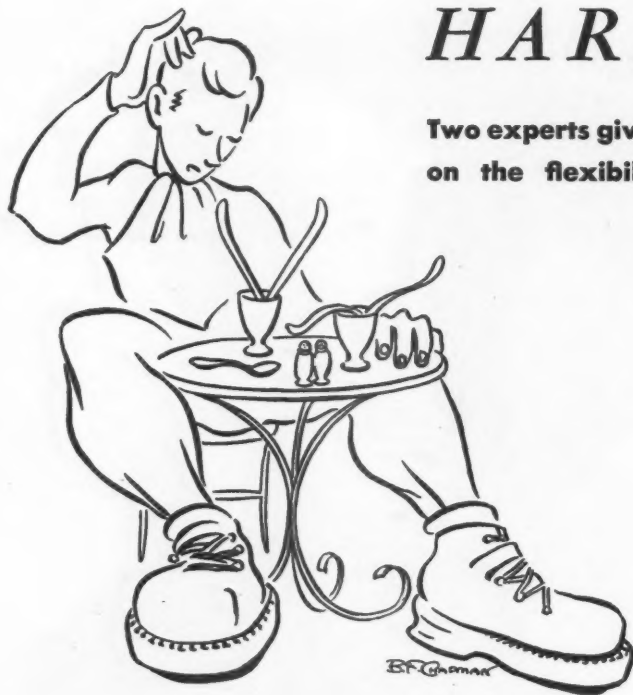


1. For the straight snowplow, press your heels out and keep your ski tips close together. Edge both skis on the inside.
2. Keep your knees low and your hands above your knees. Note the position of the poles. Your body should be in the center of the V formed by your skis, and your weight should be equally distributed on both skis. Work hard at this.

# will you take your skis

## HARD or SOFT?

Two experts give their ideas  
on the flexibility of skis.



Brooks Dodge likes hard slalom skis.

SOME skiers want skis that are so flexible they feel like a willow switch in the hand, while other skiers prefer to strap on solid pieces of hickory with all the give of baseball bats. Among the adherents of the flexible or soft ski are the members of the Austrian ski team; but Toni Matt, formerly of Austria and now of Whitefish, Montana, says that if a ski can be bent by hand pressure, it is too soft.

Obviously, the decisive factor in choosing a pair of skis is personal like or dislike. But we thought it might be useful to have the opinions of experts to back up our likes and dislikes, so we asked Marshall Fitzgerald, former instructor at Yosemite and other western resorts, and Brooks Dodge, Dartmouth

ace and member of the 1952 Olympic downhill and slalom squad, to give us their opinions on the complex problem.

Marshall Fitzgerald had this to say: "Everything depends on what you are going to use the skis for. A slalom artist will probably want skis with soft tips and hard tails. The stiff tails will kick the skis around and down the slope in the sharp turns between gates. A downhill-only skier will want skis that are just the opposite—hard at the tip, soft in the tail. Skis made this way will cut a smooth track in a long-radius turn, and in straight running the tips will not wander or drift out of the track.

"But for general skiing," Marshall says, "a ski that is flexible throughout its length is best. Viewed in cross-section from the side it should be evenly tapered from both ends toward the middle. When bent it should form a single, even curve from tip to tail. Such a ski is easy to turn and fun to ski on.

"Hockey players use the same principle. They have the bottoms of their skates ground so that there is a slight rocker formed, from front to back. A ski that bends smoothly will allow the tips to rise in deep snow and plane along the surface instead of plowing through the powder.

"Skis that are soft at both ends but stiff in the middle are the most difficult to handle," Marshall states. "If skis like

this could be seen from the side while the skier is on them, they would look like a flattened W. The skier's weight is concentrated at two points, one halfway to the tip and the other halfway to the tail. It is difficult to make skis like this cut an even track in turns, and almost impossible to make them hold on ice or hard snow."

Brooks Dodge had several points on his mind also, and here they are: "For downhill, I like a medium ski which bends smoothly and evenly the full length of the ski—much like a bow. I prefer a rather heavy ski for downhill because it seems to be steadier and gives me a greater feeling of security. A medium-stiff ski takes bumps easily and does not slow one down as would a stiffer ski. Also on smooth pitches and flats the ski should ride over, rather than push the snow. Speed and an easy-riding ski are most important in downhill.

"But for slalom," Brooks says, "the situation is different. In any good slalom course, which should be very hard, you don't have to worry much about speed—only about the holding qualities of the ski. Because the speed is never great, I prefer a lighter ski than for downhill; and also, for ease in handling, a slightly shorter one. I like my slalom ski to be stiffer than my downhill ski, but still it

(Continued on page 32)

Marshall Fitzgerald shows that he knows whereof he speaks when it comes to skiing.







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SKI MAGAZINE, NOVEMBER 1951

### In Memoriam

ON March 17, 1951, while returning to Denver in a Navy Bearcat fighter, Don Johnson was caught in a snowstorm and attempted a crash-landing. He saved the plane, but not himself, for he could have jumped to safety. But Don didn't desert his ship, just as he never deserted his friends or the many duties life had imposed upon him. He died as he lived, with a courage granted to few.

Most of us know the story of Don Johnson the skier—of his fine records on the American Cross-Country teams during the 1948 Olympics and the 1950 F.I.S., and of his outstanding performances as a member of the University of Denver Ski Team. But some may not know the other details of his life. He was born in Duluth, Minnesota, and graduated from high school there. In



1940 he was the Minnesota High School Jumping Champion. He attended the University of Wisconsin and Los Angeles City College before World War II, and then spent thirty-five months as a combat flyer for the Naval Air Force. After the war and his participation in the Olympics he came to the University of Denver to study engineering and to help make the D.U. Ski Team the national champions they have become. He continued to fly for the Navy as an active reservist and was awaiting his call to active duty again. Last October he married Ella Marie Farnlum of Ketchum, Idaho.

It is impossible to describe how sorely he will be missed. The mourning of his teammates on the D.U. Ski Team was so great that they would have cancelled their trip to the National Championships at Mt. Hood had not Ella Marie told them that she knew Don would have wanted them to go on and compete in the spirit which he had always displayed. His spirit will be traveling with another team also, for shortly before his death he was chosen as a member of the 1952 Olympic Cross-Country Team. And

(Continued on page 29)

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**PLASTIC SKI BASE**

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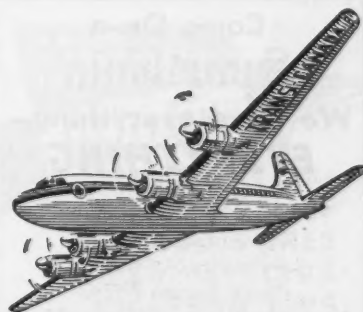
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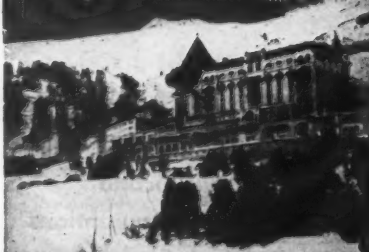
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*Switzerland*

## Wandering Frenchman

(Continued from page 11)

that, to bring skiing to everybody who loves it, and not only to the moneyed fortunate few.

"The reading lounge should be part of the shop, around a big fireplace, with telephones and washrooms, gossip corner, too, where you meet newcomers and discuss their skiing. Emile will be too busy to be there: he does everything, and when he is not out for the School, he is repairing skis and getting the equipment in order. He is a real wizard at glueing together the worst mess of broken wood into new skis. Tell him about the steel edges, Emile . . ."

"Well, at first, we did not have much equipment, and steel edges were difficult to get, and quite expensive. My helper, a young American, wanted to buy everything. Wait I told him, there will be some broken wood soon. And sure enough, the next day or so someone had broken his skis and had left the whole mess in the snow to rot. We took the steel edges and kept each one of the screws—they are rather hard to get—then we fixed up his new pair with them. Well, after a month, we had a little case full of steel edges and screws, and everyone who needed new fixings just picked out what he needed, free. They had never heard of such a thing."

I echoed my astonishment, as a European, at the American "throwing away" habit, and the fantastic waste of packaging and second hand goods. He laughed and told me how he had managed to build his whole garage out of stray wood abandoned during the building of the lodge (three truckloads).

This had led us away from ski news. Emile brought us back:

"Squaw Valley has certainly some of the most beautiful ski slopes I know, but it is not the only place. The whole Sierra Nevada is stacked with possibilities. Great runs, good snow (more than in the Alps, and longer in the season), good accessible roads, and big cities not too far away."

"What about competitive skiing in America?"

"Well, I find that the American skier has to overcome a tremendous handicap: the resorts are too far apart, and to take part in all the competitions is quite an expensive proposition. As conditions are now, he must confine himself to a small region and thus misses the opportunity of competing with others of similar strength. My advice to a prospective American champion would be to go to Europe for a couple of years and follow every one of the competitions, in Switzerland, Austria, and France: they are held in a region geographically not any bigger than Vermont, and there he can compete with all the best Europeans. Then, when he comes back here, he will win. Of course he has to take it easy at

SKI MAGAZINE, NOVEMBER 1951



first, to avoid hospital bills, but he will find himself soon on the road to the Olympics. Anyway, it would be a very good thing to develop more interstate competitions."

"What about the other American methods of ski teaching?"

"There is much to be said about that too: I feel that, in spite of its being said that they all follow the Arlberg School, they actually teach, each one of them, a different method. In each prominent resort—Hannes Schneider in North Conway, Friedl Pfeiffer in Aspen, Johnny Litchfield in Sun Valley, Luggi Foeger in Yosemite, or Bill Klein in Sugar Bowl—each one teaches a different method. This confuses the student. In France, the method we teach may have good and bad points, but whatever it is, it carries at least a unity in teaching which makes the skier learn quickly and reach the point faster where, if he has it in him to become a champion, he can go on his own and develop his own personality.

"Last year was my third winter in Squaw Valley and for the first time the meeting of the Monitors of the Far-West Ski Instructors Association was held there (April 15th to 20th). A year ago this Association recognized the French Method as an official method, together with its own. This year for the first time I graduated in the French Method three monitors who had learned under me."

"Now tell me about skiing in Chile and Argentina."

"I have been directing the Ski School in Portillo for a few years. It is the only organized School in Chile. A splendid spot, nested right on the shoulder of Aconcagua. It is still a small resort, but with a big hotel, like most of those you find in South American resorts, and it is 10,000 feet high with full northern exposure and lots of sun and snow. When it snows, believe me, it snows. Two days without a let-up, the result being ten or more feet of snow: You have to wait a few more days to let it pack enough for skiing and then comes a spell of weeks of sun and perfect skiing on beautiful snow.

"But skiing is still a very expensive sport in Chile, although it is bound to develop quickly: Portillo is only two hours from Santiago by car, so the Santiaguans come by truckloads of twenty-five to thirty skiers for week-ends. The equipment consists of a few T-bar lifts and rope-tows."

"And the slopes?"

He chuckled: "Slopes? . . . some slopes! When I think of ski slopes in the Andes, I always see myself on top of that "slope" going straight down, steeper than the Brevet couloir, all the way down to the railroad station, 6000 feet below."

He put a cigarette lighter on the floor.

"There. It looks just like that. But it's lots of fun. You just have to watch your  
(Continued on page 28)

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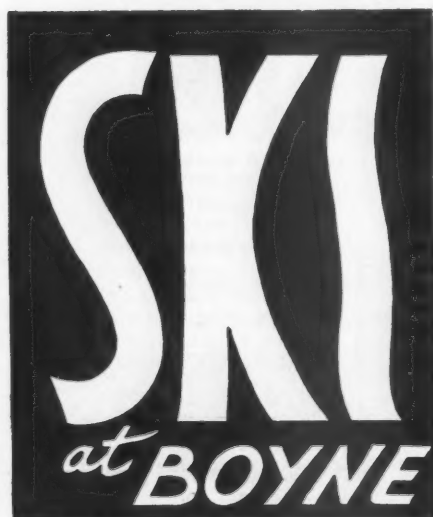
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CHAIR LIFT TICKETS, DAILY SKI  
INSTRUCTIONS, AND GAY  
EVENINGS.

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## Wandering Frenchman

(Continued from page 27)

knees." Then he added: "I reached Portillo in the middle of June and stayed until October. Now I'm on my way back to Squaw Valley again."

I marveled at this sun-tanned face of a man who never sees summer, who sees more snow than anyone on both hemispheres, and who has received from the hands of the President of France the highest award given by the French Government. He follows the snow north, south, east and west, but like all far-wandering men of all nations, he will not forget the valley where he was born in the shadow of Mt. Blanc, and where each year he tries to visit his family and old friends before returning to another eleven months of winter.



## Travelling With Your Skis?

WITH this issue, Ski Magazine is returning to an old practice: the dispensation of information about travel and ski resorts all over the world. Do you want to know how to get to Europe and where to ski when you get there? Where to find the best skiing in your vicinity in the United States? What to do about skiing when your boss sends you to Karachi, India? If you do, just drop us a line and tell us what you want to know. We will tell you everything we know and also put you in touch with the people whose business it is to take care of your skiing needs, whether they are transportation, accommodation, or just plain information. And of course this is all absolutely free—a service to our thousands of peripatetic subscribers. If you don't know what "peripatetic" means, drop us another line. We have a special word-defining section; another example of our unparalleled service for skiers.

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Skiing's quite the thing Down Under;  
When we have snow, Australia hasn't—  
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## Cut Your Skiing Bill

(Continued from page 15)

feel that we have saved ourselves half the cost. In another year we should be ahead. We have had hours of fun and happiness there already, and we feel that it is the best investment in family happiness that we could have made. And to prove it, here's a table to show how we expect to save about \$1800 over a ten year period—or about \$180 a year:

### YEARLY UPKEEP

Taxes	\$ 25.00
Insurance	12.50
Maintenance	35.00
Firewood, four cords	45.00

Total \$117.50

(or about \$1200 for ten years)

Yearly lodge cost, based on a skiing season of twenty-two weekends, if we did not have cabin of our own:

15 ski days and nights with entire family	\$135.00
15 ski days and nights without children	90.00
14 ski days and nights without wife or children	45.00
7 days and six nights, one week vacation, entire family	54.00

Total \$324.00

(or about \$3000 for ten years)

Now, subtracting the cost of our cabin over a period of ten years from the cost of lodging for the same period, we arrive at the total saving to us—and a very nice figure it is, too:

Ten year lodging cost	\$3000.00
Ten year cabin cost	1200.00

Saving over ten years \$1800.00

A family ski lodge provides real happiness, take it from us, and is the true solution to the problem of how to afford skiing every weekend.

## In Memoriam

(Continued from page 23)

we could tell by the tears in the eyes of the Naval Officers at his military funeral here in Denver that the spirit of Don Johnson will always be with them.

We're going to have a Don Johnson Memorial Trophy. At first we planned that it would be awarded to the outstanding cross-country runner in intercollegiate skiing. But then we recalled that although Don was best known for his cross-country running, he was really a four-way skier and excelled in all events. And finally we knew the answer. Our trophy should represent the most outstanding characteristics of Don's life—his sportsmanship, his courage, and his loyalty. Don Johnson will not have died in vain if all the competitive skiers in all the colleges and universities will model their sportsmanship after his. May the winner of this trophy each year be worthy of this man we are proud to have known.—BETTY SCHAEFFLER

SKI MAGAZINE, NOVEMBER 1951

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lining throughout—low and  
high ski hitch—spring heel  
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leather toe plate.

One-piece, waffle-type  
rubber sole extends from  
toe to back of heel for  
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## Alpine Safari

(Continued from page 17)

of downhill running can be made in one day; I think we more than doubled that figure! With a week's running under our belts nothing was too long or too steep for us. On a typical day we would be scattered about the mountains in bunches of twos, threes and fours or more, all the way from Kirchberg to Jochberg, a distance of some twenty miles. Yet we always managed to get back in time for tea at Tony Praxmair's café in Kitzbuhel, where we all spent one unforgettable evening enjoying Tony's singers, yodelers, and folk dancers. Their charm, gaiety, and bubbling good humor swept us into another world for several magic hours.

As I listened to the Tyrolean music and watched the group that I had gotten to know and to like so well, vivid flashes of the past two weeks began to pass through my mind... all kinds of little things... Dr. Bill McLaughlin of Hanover forgetting his wallet with all his own and his wife's tickets in a New York drugstore ten minutes before we left for Idlewild, and the miraculous recovery of same by Hank Ewing of Wheeling—what a ribbing Bill took for days!... The send-off given us at the airport by Fred Mattesich of the Austrian State Tourist department, with accordion music and songs... Dave and Judy Ammen of Hopedale, Massachusetts, watching the dawn come up over Ireland from the Constellation's cockpit, thanks to KLM's courteous pilots... The lovely bunch of tulips that Lois received at the Amsterdam airport, with a cute speech apologizing for the lack of Dutch snow... Clint Wyckoff of Buffalo desperately maneuvering a speeding freight sled around the steep curves of Arosa's midnight streets, party bound with Lois as his freight... Naomi Norris of Chicago sweeping resplendently into the finals of the samba contest at the Hotel Kulm... The astonished faces on the dance floor every evening when Bill McLaughlin would quietly take over the bass viol player's job in the orchestra and play it with a surgeon's skill... The rat race during tea at the Chesa Grischuna in Klosters, when Eve Zelnick of Albany and Jody Kingrey both decided to have their feet measured for ski boots twenty minutes before the last train left, and the light in their eyes when they tried them on just twenty-four hours later and they fitted like slippers; Peter Monstein, that masterly Swiss bootmaker, had worked all night to finish them in time, bless his heart, and both the girls wrote him their gratitude... the wholehearted and patriotic enthusiasm with which our gang promoted the presentation of my American ski films in Arosa and Kitzbuhel, corral

(Continued on page 48)



## Huntoon Handicap

(Continued from page 18)

imum of gates (usually two—a starting gate and a finishing gate) and characterized by perhaps an eight hundred foot schuss, some rolls, a cornice, and a final, breath-taking flat.

The rules were extremely liberal. Each couple was required to wear matched sets of numbers, and to start from the top of the course upon signal from the starter. Except while passing through the starting and finish gates, the contestants were not required to wear skis. Contestants were allowed to walk, crawl, slide, be carried, or ski—at their option. Contestants were summarily disqualified, however, for wearing snowshoes. Yet whatever the contestant's method of locomotion, each was expected to hasten down the course as quickly as possible, in consonance with his intrepidity and skill. Contestants were motivated to hasten (a) by the possibility of winning, and (b) by the absolute certainty that there would be a party in progress at the finish when they arrived.

Now if the Huntoon Handicap was not a particularly serious race, it was most certainly an important one. Among its forerunners have appeared such glittering personages as Tony Matt and Luggi Foegger. Among the contestants have run such famous American skiers as Don and Betty Amick, Shirley Fopp, Paul Gilbreath, Bill Redlin, and Hank Seidelhuber, and such eminent Canadians as Art Haullah and John Nichol. No lesser persons than Peter Hostmark and Alan Granstrom have served as officials, and these latter were aided and supplemented by the Handicap Committee.

The function of the Handicap Committee was to make sure that the race reflected the overall spirit of the Handicap. Before the race, the Committee adjusted for the skill or lack of skill of each contestant. A contestant, for example, who could not ski at all, who might even have difficulty getting to the starting gate, might be allowed a handicap of as much as an hour. If, somehow or other, such a contestant got down the course in less than an hour, he would be awarded a minus time, to be added to that of his partner. Thus a very poor skier, doing exceptionally well for himself, might achieve a time of minus five minutes. This time, added to that of his partner, a very good skier with a time of thirty seconds, would give the pair a total time of minus four and one-half minutes. No pair of good skiers, needless to say, could possibly beat such a minus time.

Accordingly, for the good skier, the best way to make a good showing was to choose the clumsiest partner he could

(Continued on page 32)

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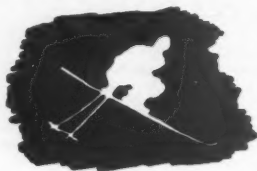
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## Huntoon Handicap

(Continued from page 31)

possibly find and to coach that partner as much as possible. Each of such a pair of skiers would have to give his all in order to achieve the lowest possible combined score.

During the race, the Handicap Committee also took care of such matters as disqualification, which occurred only in those cases when contestants joined in the party at the finish line without remembering to go through the finish gate, or when they failed to appear anywhere at all, or when they were caught using snowshoes, or when some good skier was caught masquerading as a poor skier.

After the race, the Committee made "final adjustments," in case by some fluke a pair of good skiers was in danger of winning.

But like all good things, the Handicap has finally come to an end. The Huntoon Sliding and Social Club has died out, like the race, for sheer lack of old blood. The numbers of us who remember the Handicap, who can boast of having raced in it, are dwindling fast. We are being superseded by a fiercer, more earnest breed. They do not believe us when we tell them they have not lived.

## Hard or Soft?

(Continued from page 22)

should bend evenly throughout. A ski which bends very little in the tip and tail when pressure is applied is a great asset in slalom, especially on ice, because of its superior holding qualities."

The way you store your skis in summer will also directly affect the flexibility and the way your skis will handle. One of the best ways to store skis, according to Marshall, is simply to stand them tips down with their running surfaces against a wall of your cellar or garage—provided that these are places that maintain an even temperature and humidity during the summer, and allow no direct sunlight to fall on the skis.

If you will dry your skis thoroughly at the end of the season and then coat them—bindings and all—with shellac, you can keep all moisture out of the wood until you use them again. At that time the shellac will wear right off, though it may be a little hard on the finish of your skis.

But a few precautions of this sort will do much to keep a good pair of skis in good condition for several years. However, precautions alone cannot correct structural faults inherent in the skis when you buy them. So before you buy, make sure your skis have the flexibility and camber which suit your needs—and then take care of them.



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## Summer Skiing

(Continued from page 19)

Mountain sheep cross the road. They had come down from their alpine pastures lured by salt put out by Park Wardens. Scattered at intervals along the highway were several herds of elk, as many as twenty to a herd, and a few big-eared mule deer. An occasional moose meandered in the swampy meadows, unmindful of our speeding car. A black bear, eager to dispute our speed supremacy, raced along in front of us with flat-footed bounces. He retired from the glare of our headlights only after a fast-paced quarter mile. He did so wisely, for he had lost a lot of ground and was about to lose something more personal.

After three hours, we arrived at the Columbia Icefields Chalet. The drive had been smooth and speedy over the gravel highway. It was a few minutes before six when we went into the Chalet.

Unpretentious on the outside, the Chalet's interior delights and surprises one. It is a modern hotel equipped to cater to the caprices of a modern civilization. The dining room, which must easily accommodate sixty people at a time, has large picture windows. It is a pleasant place from which to view the Icefields and adjacent eleven to twelve thousand foot glacier-clad peaks. Since only the cook was up, we ate a hurried breakfast in the kitchen. We wanted to ski, but soon!

We drove the car down to the main tongue of the Athabaska Glacier and left it in the parking lot. This particular formation of the Icefields comes down to an altitude of about six thousand feet above sea level, a bit lower than the Chalet. Despite the heavy snows of the preceding winter which had still blocked the highway two weeks before, the Tongue did not invite long runs or enjoyable skiing. Large areas of naked glacier were exposed, revealing the deep corrugations effected by water erosion. Much silt marred the snowy surfaces. Far back on the Tongue and high up on Snow Dome, five to seven miles distant, the skiing looked good. To the left, and less than two miles distant, the upper glacier of Mount Athabaska seemed to have a smooth white frosting, so we headed towards it.

We scrambled up the moraines (large gravel-like deposits of rock left by the slowly receding ice mass) with skis on our shoulders and lunch packs on our backs. The climb was not arduous enough to require many stops, but the immense beauty and quiet strangeness of the region compelled them. Just as our shadows were making their blue debut we buckled on our seal skins for easier climbing, then put on our skis.

The ideal time for glacier skiing is in late March and early April. At that time

(Continued on page 34)

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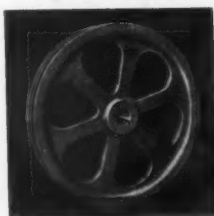
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## Summer Skiing

(Continued from page 33)

the snow bridges across crevasses are firm and generally safe. As the days become warmer the snow bridges become thinner, eventually weakening to a point where they will no longer support the weight of a person. Doubling the danger is the fact that they sometimes are not detectable, even to experienced eyes. Giant cracks usually form in the ice whenever any sharp transition of slope is present. No inflexible rules can be made concerning their location. However, they usually lie at right angles to the line of the immediate slope. Caution should govern all movements when travelling on glaciers, even when the territory is well known to the members of the party.

There are sections of the Columbia Icefields where runs of a mile or more can be made, even toward the end of summer. They are comparatively safe, but require plenty of leg work to reach them, since they are up high. An ice axe and crampons are almost indispensable for the climb. Snow conditions can be difficult, so that it is to a skier's advantage and safety to be able to handle rough snow conditions. Weather is unpredictable and can make a nightmare out of even a modest expedition. A guide at the Brewster Transport Chalet can usually furnish any required information.

What a day we had! A little patch of candy sugar fluff made a ridiculous attempt to look like the only cloud. The sun laughed at it with all its condescending brilliance. AAhh! ... two inches of corn snow on a base that in places was as thick as the Empire State Building is tall. Turns came effortlessly and felt like dreams realized.

The particular side of Mount Athabaska where we were skiing was shaped like an amphitheatre, and faced predominantly north. That meant we could follow the sun around, to some extent, and consequently have better skiing conditions. At the same time we kept working our way to the higher regions where the air was cooler and the snow firmer. After we had skied ourselves to ecstatic tiredness, we made one long easy run to where a rocky border hugged the end of the ice. We left our skis there, intending to return the following day. The snow had started to refreeze as we headed down.

The walk was not a long one. It seemed even shorter, for our minds were occupied trying to recall the names of some of the myriad flowers we could not help stepping on. A probable two hundred varieties grew in little technicolor clumps from the soil that had become lodged between pebbles, rocks and boulders.

A succulent steak at the Chalet nicely bridged the gap between realizing a





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SKI MAGAZINE, NOVEMBER 1951

dream and just dreaming. Since our bodies were in hardier shape than our pocket books, we spurned the comforts of box-spring-mattresses-at-reasonable-rates for our sleeping bags. We unrolled them at the Government Picnic and Camping Grounds less than a mile away.

The following morning we overslept. When we reached our skis the warmth of another beautiful day had somewhat defrosted the crusted snow. We started to climb, hoping that we had time to reach the top. On the way we cautiously peered into gaping crevasses. Bits of ice and snow thrown down them bounced from side to side, making tinkling sounds which rapidly grew fainter and finally died in the blue-black frozen depths. The sounds seemed to echo within us, giving us the feeling that our chests and stomachs were just as deep. Farther on, we gaped in never ceasing wonder at the eerie blueness of the ice, plainly visible in the hulking shapes of seracs.

We found a place to ski, about fifty yards long, on a safely isolated section of the same slope. The snow was crusted there. We tried a few cautious swings, then continued back the way we had come. Farther on, a slope of honey-combed crust had to put up with twenty turns from each of us.

We had lunch after that. It was frugal fare . . . cheese, garlic sausage, pumpernickel and beer. We enjoyed the snack as much as the skiing. There is an art to opening a bottle of beer at ten thousand feet without losing most of it in a gush of foam. The frothing geyser can't be stopped. It's like trying to stop water spouting from a tap by cupping your mouth over it.

A cat-nap on upturned skis, and we continued.

It took only a few minutes to reach the end of our run. First a fast schuss over a three-quarter mile stretch of corrugated glacier, its icy surface barely covered with snow. Whizzing over it felt like bouncing over the backs of a long line of camels.

Only a seven hundred foot drop to go! What had been hard crust in the morning was now a mess of slush a foot thick. It felt like mashed potatoes. We hesitated momentarily, uncertainly, afraid each sweeping curve would end in a wet and painful nose-dive. A last little schuss, and we swung a fast, sharp arc to a stop.

The sun was blistering hot. It seared through the liberal coating of zinc oxide smeared on our faces. The forehead of the continent was sweating streams of cold, grey-tinted water. The icebag was shrinking imperceptibly.

Our trip was over, and silent with emotion, we picked our way down the moraines to the car. Each one of us had left behind a good part of our hearts as assurance that we would soon return.

(The End)



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## And In New York...



WE have no particular reason for running this story in our magazine except that we like to print pictures of pretty girls—and who knows, perhaps some of our readers like to see them.

But anyway, here's Marian Jones, the Jones family's gift to New York skiing. Marian is one of the best of a better-than-average group of upstate New York skiers who make Snow Ridge, at Turin, New York, their winter headquarters. Off the slopes, she is a welcome addition to the gay crowds at the Crossroads, Jack and Lorraine Mumford's attractive eating and drinking spot at the foot of the hill.

Between weekends on skis, Marian runs a ski shop in her home city of Watertown, chief population center of Northern New York. The shop is not on a Carroll Reed or Stowe Center scale, but occupies a small space in her father's extensive sporting goods store on Watertown's Public Square. Almost any weekday afternoon during the season, one can drop in for a cup of coffee from the electric percolator which is always plugged in, and for skiing talk to the accompaniment of soft music. . . .

(Publisher's Note: Our editor disappeared from his typewriter the afternoon he was writing the above story and we have not heard from him since. We knew he liked coffee, but we didn't know he liked it that much.)

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## He Had Mountains in His Eyes



**W**HATEVER one may say about Otto Furrer, one must start with the fact that he was a man who had mountains in his eyes. From boyhood on he was a mountaineer and skier—a three-time winner of the Arlberg-Kandahar, a winner of the Parsenn Derby and of the FIS Men's Alpine Combined. In the summer he was a guide. The Matterhorn was his favorite mountain—so much so that his nickname was Matterhorn Furrer. With tragic irony, the above picture shows Otto with the Matterhorn reflected in his glasses; it was from this peak that Otto plunged to his death late this summer while guiding Hilda Erlanger, an American woman, up its steep and difficult slopes.

The exact details of Otto's fatal fall are not known as yet, but the accident happened on the Italian side of the mountain, on the Pic Tyndall. It was during the descent, at a place where some fixed ropes had to be negotiated down a sheer face of about forty feet. Whether the fixed rope was rotten or whether a spike came out no one as yet knows, but somehow Otto fell. Miss Erlanger was dragged by his fall and had both her legs broken. Otto went on down toward the glacier, more than 1500 feet below in an almost sheer drop.

Otto's death is a great loss, not only to his wife Ida and his two sons and a daughter, but also to Zermatt, where he was born and grew up to become a key figure; and not only to the young people of Zermatt with whom he worked as they struggled to become skiers and climbers, but also to Switzerland and the entire brotherhood of all those who ski, climb, and love the mountains. He was probably the best of the modern mountain guides of Switzerland, certainly one of the most famous, yet he lived a simple life in a small chalet in Zermatt. He had made all but one of the major climbs in the Swiss mountains and it was altogether fitting that a man of his intimacy with snow, peak, and cloud should spend his final hour in the center of his elements. He is gone and his passing leaves a gap. We grieve.



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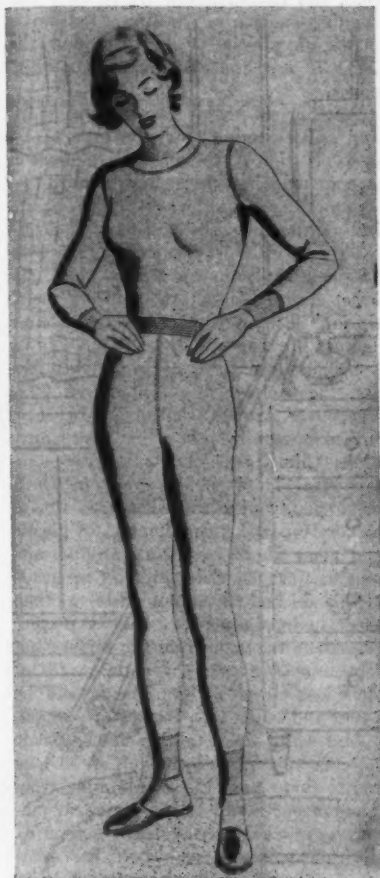
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## EQUIPMENT

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Miss Duofold 1952

Valley red and guaranteed to keep young ladies from turning into an unsightly mass of duck bumps. Men can wear them too, though most male skiers are supposed to have so much hair on their chests that longjohns are superfluous.

We can't keep up this dazzling patter forever, so let's be serious for a moment. Are you thinking of buying a pair of skis this winter? If you are, you'd better hop on your pogo stick and bounce right down to your nearest ski shop, because skis are more than likely to be in very short supply come Whitsuntide. Every major ski manufacturer in the country has a large contract from the United States Government this winter, and

(Continued on page 40)

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**NORSE HOUSE**  
**GUIDE**

to proper selection of  
ski clothing & equipment

**NORSE HOUSE**  
"First Choice of Skiers Everywhere"

57 West 46th Street  
New York 36, N. Y.

### Nylon-Covered Tow Rope Stands Severe Tests at Chantecler

The development of the nylon-covered, hand ski-tow rope produced by this company has been greatly aided by the co-operation of The Chantecler Ski Tows, Inc., Ste-Adele-en-Haut, Quebec, where this rope has been thoroughly tested under severe and varying conditions. We shall be glad to supply ski-tow designers and constructors with information and data on the merits of this special type of tow rope upon request.

**Dominion Wire Rope &  
Cable Company, Limited**

175 St. Joseph Street  
Lachine, P. Q.

### Equipment

(Continued from page 39)

whether they will still have time and material to turn out civilian skis is not entirely clear. To be on the safe side, buy your skis now. There are plenty of new models from which to choose. For instance, Sigi Engl, the top-flight Sun Valley instructor, has designed a new multiple-laminated ski of the French type for the Northland Ski Manufacturing Company of North St. Paul, Minnesota, and Laconia, New Hampshire. The running surface of the Sigi Engl ski is made of plastic or hickory, and the finish is deep red with black plastic top edges.

Another ski hot off the drawing board and still steaming from the tests of experts is the Anderson and Thompson Aspen model with a new racing top. Made of laminated hickory and available in light, medium, and stiff flexibility, this ski comes in a gray tone complete with full-length plastic top edges and A&T offset lock edges on the bottom, metal tip and heel protectors, and a guarantee against breakage.

Because stainless steel is in short supply, the Holley Ski Company of 5930 Vancouver Avenue, Detroit 4, Michigan, will manufacture only a limited quantity of its Climatic Camber skis with stainless steel bottoms. However, they will make plenty of Plasti-Glass skis with a hickory top and a combination of plastic and glass fibers for an all around running surface on the bottom. One grade of this ski has edges molded in to eliminate maintenance; a less expensive grade has the same running surface but conventional edges. On both grades of the Plasti-Glass ski the plastic will be a new red color with lots of eye-appeal.

And while we're talking about plastic bottoms, we think you might like to know that the Paris Manufacturing Company of South Paris, Maine, is putting its black Micarta plastic bottom on all grades of its skis this year. Last year, you remember, it was on the Arlberg model only.

Dr. Harald zur Nieden, a former ski racer now a civil and aeronautical engineer, has developed what is called by its manufacturers (U.S. Distributors, Inc., of 3270 East Foothill Boulevard, Pasadena 8, California) "the most engineered binding in the ski world." This is a safety binding which its makers claim

U.S. Star Binding

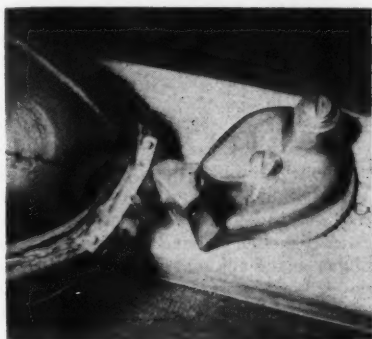




## Equipment

is suitable for downhill, slalom, and jumping, and is adjustable to safety or regular set by simply turning a thumb screw. It is called the U.S. Star binding, and it has a new little brother called the U.S. Two Star binding which can be used with long thongs. The skier ties on his long thongs at the beginning of the day, and after that he can get on and off his skis at will without unwrapping the thongs. This is still a safety binding, the manufacturers claim, for in a bad fall the foot will come off the ski.

As a matter of fact, there are all kinds of safety bindings on the market this year. You can pay your money and take your choice. There is Barney Berlenbach's Ski Free binding, which has a



**Ski Free Safety Binding**

new device called a "spinning wheel" in the toe piece. This little gadget is supposed to allow upward release in a tip-dragging fall as well as in falls of other kinds. The Ski Free binding is a nicely-finished, reasonably-priced binding which met with considerable success last winter on the West Coast and will be available throughout the nation this winter.

Each area seems to produce a safety binding of its own. Out in Sun Valley, Goodman Skicraft has produced a very well-made binding that looks like a tor-



**Goodman Safety Binding**

pedo in front and has a cable that is conventional in appearance. From the Salt Lake area we have Earl Miller's Hanson binding, a gadget in which Earl Miller himself places so much faith that he goes about the country demonstrating the really wicked falls he can take and

(Continued on page 42)

## FOR THE BEST SKIING...

wear the best boot money can buy!

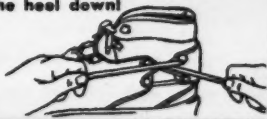
AT SURPRISINGLY MODERATE COST

# Cortina



"THE BOOT WITHIN A BOOT"

Adjustable Back-Strap really "GLUES" the heel down!



Handmade by skilled Italian craftsmen—

triple-stitched all around—gives

perfect comfort and control. Favorite of Italian champions, it is the "classic" last that eliminates superfluous gadgets

... And for the Best AFTER-SKIING Relaxation!

## Wear ECO After-Ski Shoes

Brilliantly styled and finished in suede leather with crepe rubber soles, strap and buckle, in a variety of smart colors.

Warm fleece lining, hand piped and waterproof for indoor and outdoor use. Men's zipper models also.

At fine stores everywhere or write for information to



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**NORRO**

# PORTA-TOW

OFFERS YOUR CHOICE OF

## 3 GREAT PORTABLE TOWS



Model "23"—equipped with new 8½ horse-power Briggs-Stratton Motor—gives greater power—speedier performance. No increase in weight or size.



**SUPER POWER MODEL "CK"**—extra-high power 10½ h.p. OHV engine with special carburetion for extra-high altitudes optional. No increase in size or weight.



★ And of course, our standard Model "A" with 7 h.p. Briggs-Stratton engine—at a new, low price.

Manufactured by **NORRO** • Division of:

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1941 N. Hubbard Street • Milwaukee 12, Wisconsin  
Canadian representative: Longwood Equipment Co., Ltd.  
European representative: E. & F. Buser, Liestal, Switzerland

Be sure to try—the new and convenient

## Grand Plan Ski Tow

Mile long trails and open slopes served by overhead lift, facing renowned Ste. Adele and Ste. Marguerite ski areas . . . 45 miles from Montreal, just off Route #11 . . . convenient to hotels, restaurants, railroad station (C.P.R.—Mt. Rolland) and bus terminal.

## The HANSON Safety Binding



The "PERFECT" ski binding

The first binding to assure positive release in every dangerous fall. Won United States National Ladies Giant Slalom Championship, many other leading races.

\$9.95 "postpaid" from  
**MILLER SKI CO.**  
OREM, UTAH

## The ALLAIS RACER

DESIGNED  
BY

*E. Allais*

OFFICIAL COACH  
U. S. OLYMPIC SKI TEAM



## Handmade by TYROL

Double boot construction.  
Inside boot of pliable water-  
proof leather—an outer hard  
leather shell which permits  
vorlage with complete lateral  
support.

**This superb boot will be used  
by Canada's 1952 Olympic Ski  
Team.**

**ALL TYROL MODELS**  
feature the built-in "heel-  
hugger" and provide unhindered vorlage.  
Precision-made Tyrol and Krisa  
Ski Boots \$37.50-\$61.50.

**NEW**—narrowest heel available in  
ski boots in all new Tyrol models.  
Tyrol Ski Boots are sold at leading  
sports stores.

Write for free illustrated folder.

**TYROL** Shoe Co. Ltd.

U.S.A.—50 WEST 46th STREET, NEW YORK, N.Y.  
CANADA—1072 BEAVER HALL HILL, MONTREAL, P.Q.

## Five Features!

1. Marius Eriksen Streamline slalom and downhill skis.
2. Eriksen tip and heel protectors.
3. Birger Ruud, slalom and jump-  
ing skis.
4. Famous Swix waxes.
5. SKI FREE—Release binding.

If your dealer can not supply you  
—write us direct. Save up to 40%  
on Pre-Season closeout skis! Hovde  
jumping skis only \$23.50 pair.

## Veteran's Sport Shop

Hartford's Ski Headquarters  
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Hartford 5, Conn.



## a SWEDEN Speed Portable SKI TOW

SUPERIOR design, reliability and  
economy—three big reasons why the  
SWEDEN Speed Ski Tow is preferred by  
ski groups, clubs and resorts through-  
out the nation. Automatic, inexpensive  
operation. Compact, rugged construc-  
tion. Priced well within the range of  
small ski groups, clubs and resorts.

Write For Details—outline "What This  
Portable Tow Will Do For You"

**SWEDEN FREEZER MFG. CO.**

DEPT. T-13 • SEATTLE 99, WASH., U.S.A.

## Equipment

(Continued from page 41)

still have his legs in one piece after-  
ward.

Dartmouth Skis, Inc., of Hanover, New  
Hampshire, offers its new Dartmouth  
Safety Binding, tested last winter and  
improved this summer. Perhaps one of  
the simplest safety bindings on the  
market, this one consists of a regular  
cable hitch with a hinged arrangement  
that fastens over the tip of the boot's  
sole when the cable is tightened down.  
No further adjustment is needed.  
Another piece of news from Dartmouth  
Skis is that the firm has given the basic  
patents for its adjustable poles, employ-  
ing a new development in plastic rings  
and hand grips, to the U.S. Army, and  
is manufacturing about 14,000 pairs of  
these poles for the Government. The  
army felt that the locking device on these  
adjustable poles was the best on the  
market.

Everybody knows that Barney McLean  
was declared ineligible for Olympic  
competition because he gave his name to  
a Henke ski boot, the Barney McLean  
World Champion. This boot is for racers  
who demand the utmost in control. The  
Super, another Henke boot, is a little  
higher at the ankle and has vertical plas-  
tic stays in the uppers to prevent the  
heel from slipping. Henke also makes a  
moderately priced boot, the Victor. All  
Henke boots offered this year will fea-  
ture round toes, square soles with semi-  
wedge heels, non-skid rubber soles,  
Swiss toe and heel protectors, double  
cable guides on the heel, ankle straps,  
rubber sponge padded uppers, a V-cut to  
permit forward lean, and a full calf lin-  
ing.

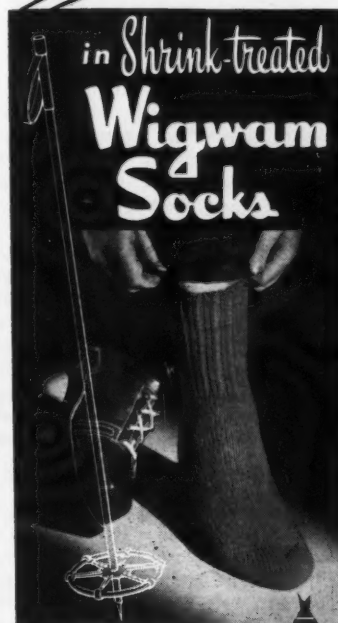
And Emile Allais, the wandering  
Frenchman described earlier in this is-  
sue, has designed a boot for the Tyrol  
people of 50 West 46th Street, New  
York, which will be marketed under his  
name. It is of double construction, a pli-  
able and waterproof inner shell and a  
hard outer shell, and has the "heel-hug-  
ger" feature of all Tyrol models.

An unusual service is offered by the  
Bergmann Shoe Manufacturing Com-  
pany of Portland, Oregon, in connection



The Bergmann Cascade

SKI MAGAZINE, NOVEMBER 1951

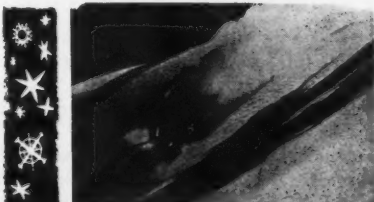


They're "STA-SIZED" for lasting comfort

On ski slope or cross-country trail it's WIGWAMS for solid comfort. Springy, absorbent inner soles contain thousands of tiny "tufts" that cushion your feet. And their comfort lasts . . . WIGWAM Ski Socks come in shrinkless 100% Cushioned-Fiber Nylon or Shrink-Treated wool. Brilliant solid colors or combinations. Wear WIGWAMS — WIGWAMS wear well! Hand Knit Hosiery Co., Sheboygan, Wis. At leading sporting goods and department stores everywhere.



## SQUAW VALLEY



EMILE ALLAIS, maestro of the parallel technique, heads the Ski School for the third consecutive year. Opens Thanksgiving. Single rates \$2 to \$14. Early reservations suggested. Write for full details.

Squaw Valley  
Dept. S-11,  
Tahoe City  
Lake Tahoe, Calif.  
Phone Tahoe City 195

# ROPE CLUTCH!

## Equipment

with its boots: repair facilities at the factory. If Bergmann boots need repairing, send them out to Portland—and furthermore, there is an unconditional



Chippewa's Style No. 4705

guarantee which covers any defect in material or workmanship. The new boot the Bergmann people offer this year is called the Cascade. It is a moderately priced boot with sponge rubber pads between the lining and the shoe, it has permanently hard-boxed toes, and non-skid soles guaranteed not to buckle or twist.

The new French toe lasts incorporated in Style No. 4705, the new boot offered by the Chippewa Shoe Company of Chippewa Falls, Wisconsin, boast something called by the manufacturers *trubalance*. Style No. 4705 also has black Pfisterski leather uppers, ankle height and laced in back; low and high cable hitches; Y straps, heel protectors, and a one piece rubber sole from toe to heel.

Gifts for the mountain girl you love are being imported in quantity by the Mont Blanc Company of 1401 S.W. Harbor Drive, Portland 1, Oregon. Among them we were particularly attracted by a large black silk scarf with drawings of mountain scenes in yellow, from France; also from France are a new slalom glove and a goggle with interchangeable plastic shields.

Other beautiful gifts, this time from Italy, are the after-ski shoes imported by Beconta, of 418 Fourth Avenue, New York 16. These boots are in fine suede, dark blue or red, with hand-piping around the thick crepe sole. Inside, they are lined with fur or wool. Beconta also offers the Rors belt pouch of reindeer hide, and some beautiful Norwegian jackets—not to mention the Zeno Colo boot made in Italy by Nordica.

## PICTURE CREDITS

Page  
11 — Don Walter  
12 — Sun Valley  
13 — Sun Valley  
16 — John Jay  
17 — Enell Inc.; Photo-Plastics  
18 — Dickinson  
19 — Canadian National Railroads  
22 — Dartmouth Outing Club; Yosemite National Park  
23 — Roberge  
38 — Muttrich

## Booked to Capacity Already!\*

# JOHN JAY

and his latest, greatest show  
"ALPINE SAFARI!"

Colorful adventures of 30 Americans skiing through the Swiss and Austrian Alps . . . incredible 450 foot jumps at Oberstdorf's "Ski Flying Week" . . . ski-borne camera chases through chest-deep powder above Klosters and Davos . . . Olympic snow stars on water, and a hair-raising slalom through Bermuda's coral reefs, filmed from moving water skis. Plus snowbunnies galore. All in radiant color, with specially orchestrated musical score, and the inimitable Jay personal commentary.

\*A few dates still remain. See schedule.

## Schedule:

Oct. 26	.....	Rochester*
Oct. 27	.....	Brattleboro
Oct. 30	.....	Philadelphia (Town Hall)
Nov. 5	.....	Lawrence*
Nov. 6	.....	Wellesley, Mass.
Nov. 7, 8	.....	New York (Hunter College Thea.)
Nov. 9	.....	Plainfield, N. J.
Nov. 10	.....	Toronto*
Nov. 12	.....	Montreal*
Nov. 13	.....	Montreal*
Nov. 14	.....	Burlington, Vt. (U. of Vt.)*
Nov. 15	.....	Northfield, Vt. (Norwich U.)*
Nov. 20	.....	Milwaukee
Nov. 19, 21, 22	.....	Chicago
Nov. 23	.....	Denver
Nov. 27	.....	Wenatchee, Wash.
Nov. 28	.....	Seattle
Nov. 29	.....	Sacramento
Dec. 1	.....	Yosemite
Dec. 4	.....	San Francisco (Scottish Rite Aud.)
Dec. 5	.....	Oakland
Dec. 6, 7, 8	.....	Los Ang. (Wilsh. Ebell Thea.)
Dec. 10, 11	.....	Houston, Tex.
Dec. 12	.....	Buffalo, N. Y.
Dec. 14	.....	Worcester
Dec. 15	.....	Bridgeport
Dec. 17	.....	Albany
Dec. 18	.....	Providence
Dec. 19	.....	Boston (John Hancock Hall)
Dec. 20	.....	Waltham
Jan. 5	.....	Portland, Me.
Jan. 9	.....	Kingston, N. Y.
Jan. 11	.....	Bradford Academy
Jan. 12	.....	St. Paul's School
Jan. 13	.....	Exeter Academy
Jan. 14	.....	New York Junior League
Jan. 17	.....	Morristown, N. J.*
Jan. 18, 19	.....	Hartford (Bushnell Mem. Aud.)
Jan. 20	.....	Dartmouth College
Jan. 22	.....	Detroit (Vet. Mem. Aud.)
Jan. 23	.....	Kalamazoo
Jan. 24	.....	St. Louis (Kiel Opera House)

\*"Skis Against Time"

1952 John Jay Ski Tour leaves Jan. 26th for Switzerland and Austria. See p. 16.

**JOHN JAY FILMS**  
WILLIAMSTOWN, MASS.



## FREE T-BAR LIFT FOR WEEKLY GUESTS AT...



Slopes and Trails for all, from Novice to Expert, in this Snow-Bowl of the Laurentians. Free use of giant 4,000 Foot Electric T-Bar Lift (just 75 Ft. from main lodge), and of new Baby-Tow on Nursery slope, to guests staying one full week or longer. 4-mile Downhill Trail for Beginners.

*French Cuisine by Clément, our internationally famous French Chef.*

Cocktail Bar. Rates payable in Canadian Funds — \$8.50 to \$11.00 Daily per Person. (Meals included). The latter rate includes complete private bathroom. Also private Chalets with showers and "Dial-your-heat" electric heating. Drive or take Express Bus from Montreal right to our door. Bus connects with trains arriving in Montreal in the Morning.

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Morning Airline passengers from New York or Boston can ski at Jasper within four hours . . . Our taxi will whisk you from Montreal Airport to Jasper in time for a pre-luncheon "go" at the slopes. Taxi fare:—\$7.50 per person (one way). Minimum:—Two passengers.

### SKI SCHOOL FOR CHILDREN AND ADULT BEGINNERS

Special attention given by Alf. Binney, R.S.I., chief ski instructor, and his staff, on our nursery slope.

### SPECIAL "LEARN-TO-SKI" WEEKS

Free ski instruction will be given to any guest staying one full week or longer between the following dates: January 7 to 28 — and, from March 15 to winter closing.

Write for our New Ski-Folder Map of all trails, slopes and runs as well as location of T-Bar lift and baby-tow.

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ST. DONAT, P.Q., CANADA

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### LATEST SNOW CONDITIONS

(Finest Skiing In The East)

For latest snow reports see The Ski Pages of your local daily paper.

## SLOPES and SLANTS

We have just had a happy thought:

Winter is almost here. For most of us, this is a cause for rejoicing, but for some skiers the edge will be dulled because they have been skiing in South America all summer. Tommy Corcoran of last year's Dartmouth team and Dodie Post of Reno, Nevada, respectively won the Men's and Women's Downhill and Slalom Combined Championships at Portillo this August. This summertime trek of U.S. skiers to Chile and Argentina is certainly on the increase. This year Mary and Neil Starr of New York and Stowe, Muriel and Fritz Wiessner of Burlington, plus a party led by Fred Iselin of Aspen which included Ginny Horne, co-owner of the Prospector Lodge, were among the many getting their first taste of South American schussing.

Here's a note to members of the '52 Olympic Team, from a letter written by Dave Lawrence just after last spring's Arlberg-Kandahar at Sestriere, Italy: "The men's downhill came out as expected with Colo five seconds in front of Pravda of Austria. I took the thing as straight as possible and landed in 61st place—some show!" And remember, Dave is an alternate on the U.S. Team. Rumor has it that those European rocket boys are out to crack the sonic wall this winter.

The American Ski Trophy, presented each year by the G. H. Bass Company to a skier who has made an outstanding contribution to the sport, was posthumously awarded to Alfred D. Lindley, who was in the midst of preparations for the 1952 U.S. Olympic Ski Team when he was killed last February in a plane crash.

Note to the grizzled veterans of the 10th Mountain Division: Did you know that there is an Alumni Association of the Division with headquarters at 60 East 42nd Street, New York? For the equally grizzled veterans of ski clubs across the nation, here's news of the Plainfield, New Jersey, Ski Club which is one of the most active li'l ole ski clubs in the United States, according to a letter we received from the club secretary. They not only print a club paper and hit the trail every weekend to ski areas all over the east, but last winter, for the third time in a row, they sponsored a John Jay movie. Red hot outfit, what?

Benno Rybizka sends word from St. Anton, Austria, that he will not be back to head the ski school at Mont Tremblant this season. The Laurentian resort's school will be directed by former Sun Valley ace Ernie McCulloch, the boy from Three Rivers, Quebec, who became the hottest downhiller in North America. However, Austria's outstanding racer

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SCIENTIFICALLY DEVELOPED BY THE TOPS OF THE MARKET

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WRITE FOR FREE FOLDER

*Ski in Italy!*

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Write us what you have—

Write us what you want—

We'll give you a fair trade.

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Santa Monica, Cal.

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... and to you  
the season long  
to enjoy the East's  
finest ski facilities  
and accommoda-  
tions.



## The LODGE at Smugglers' Notch



In the heart of the ski area. "Ask the Skiers Who Were Here Last Year." Write for folders or Tel. Stowe, Vermont, 21.

**Mt. Mansfield Hotel Co., Inc**

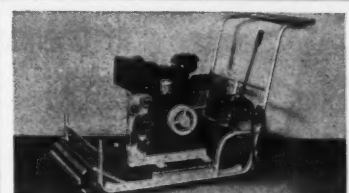
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2- and 3-room

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In the heart of town! For information  
about reservations write Mike Magnifico,

Aspen, Colorado



### CAT(erpillar) TRACK SKI TOW

The safest and the easiest to use  
and the only

- Truly portable • Self loading
- Self propelling ski tow

No lifting or hauling. Travels up to 6 m.p.h.  
8 1/2 h.p. engine. Climbs any hill. Loads itself  
into your auto trunk. Rugged tubular frame.  
Low cost stationary ski tows also.

Address inquiries to:

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### SKI-EM-ALL

FROM

**Moose Mt. Lodge**  
Hanover, N. H.

See WHERE-TO-STAY DIRECTORY  
appearing elsewhere in this issue

NEXT ISSUE:

## ROPE CLUTCH

### Slopes and Slants

and coach, Peppi Gabl, will be over this month to join the Sepp Ruschp ski school on Vermont's Mount Mansfield.

Let's get back to the Laurentians for a moment. Harvey Clifford, who has been head instructor at the Chalet Cochand, Ste. Marguerite Station, will coach the Canadian Olympic team in Oslo this winter, according to Gorman Kennedy, newly-elected president of the Canadian Amateur Ski Association. Clifford's position at Cochand's will be taken by fellow Canadian Ted Hunter (not to be confused with Dartmouth's former great who is now an architect in Hanover, N.H.). Hans Falkner and Mario Gabriel, instructors at Mont Gabriel and the Manor House (also in the Laurentians), spent the summer in Europe. . . Hannes Schneider has temporarily left the Eastern Slope region of New Hampshire to go hunting back in his home country, Austria.

Tor Arneberg, former Dartmouth captain from Norway, is back in the States attending Harvard Business School. Teammate Colin Stewart is also at Harvard, in its architectural school. Last winter's undisputed U.S. skier of the year, Andy Mead Lawrence, spent the summer with her husband Dave in Jackson, Wyoming. They plan to leave soon for pre-Olympic training in Europe.

Skip Mansfield, former manager of the Alta Lodge, Utah, will devote his talents to the same job at California's Sugar Bowl this winter. . . Work is being rushed to put the finishing touches on a new \$100,000 lodge at New York State's Whiteface Mountain area in the Adirondacks. A fire demolished the previous building last spring.

Réal Charrette, head of the Snow Eagle Ski School at Grey Rocks Inn in the Laurentians, has just completed a tour of Eastern clubs and will be back in St. Jovite this winter. Larry Thackwell, the well-known former Western racer and manufacturer of the equally well-known Faski waxes, is doing governmental research in Alabama besides running his wax business in California. Globe-trotter James Laughlin, who combines skiing with publishing and operating the Alta Lodge, was in Europe again this summer.

Friends are glad to see Roger Langley, executive secretary and general workhorse of the National Ski Association, back in harness after two operations during the summer. His American Ski Annual will be out as usual this year and it promises to be an excellent book. Movie producer Hans Thorner is in Europe working on a new ski film with an Austrian background. Hew Penney, who used to sweat out publication deadlines with us and is now the publisher of *Eastern Skiing*, has launched a new trade publication titled *Tourist Trade*.

**Northland SKIS**

Ride the crest with Northland's and thrill to every slope and turn. Whether novice or expert, you'll get the greatest enjoyment of using the world's finest skis. You can depend on Northland's—the choice of most Olympic skiers.

IMPROVE YOUR SKIING. Write for Northland's free Ski Manual edited by Hannes Schneider. (Offer does not apply in Canada.)

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for fine ski equipment



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- \* A. Attenhofer
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Old mountains — new thrills  
in the Laurentian wonderland.

Superb skiing in  
Canada's rugged Rockies.

Expertly blended in a thrilling  
mixture of skiing action, humor  
and human interest by

### FRANK SCOFIELD

Dean of Canada's ski instructors  
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**FRANK SCOFIELD FILMS**  
Ste. Adele, Quebec

For quality at low cost, committees  
that know book the Scofield show.

Montreal Star says:

"Scofield rising to the top  
of the heap in this field."

## SKI FILMS

Movies about skiing are the next best thing to actual skiing, we always say, so for your pleasure we have compiled the following list of films available this winter. Further information as to costs, dates on which the films are available for showings, and so on, may be obtained by writing to the people mentioned below.

First we have a couple of instructional movies, one on jumping and one on the technique of ski instruction. The former has been put together by Gustav Sunne of the Veteran's Sport Shop, 546 Asylum Avenue, Hartford 5, Connecticut, from three films he obtained from the Norwegian Ski Association. It is now a single 16 mm. sound film in black and white, with a musical background and English narration, and it covers every phase of ski jumping as demonstrated by Birger Ruud, Reidar Anderson, Kristian Mohn, and other famous jumpers. The film may be bought or rented.

The other instructional film is distributed by the Yosemite Park and Curry Company, Yosemite National Park, California. It is by Luggi Foeger and is called "Skiing Is Fun." In color with sound, this film is available on a free loan.

John Jay of Williamstown, Massachusetts, has titled his new film "Alpine Safari." It is partly about the tour Jay conducted last winter to Switzerland and Austria. In addition there is complete coverage of the Ski Flying Week at the giant jump at Obertsdorf, where an eighteen year old Finn made the winning leap of 451 feet. There are shots of the abnormal snows of last year's Alpine winter, and of the resulting avalanches, and a trip to Klosters where Don and Gretchen Fraser are served a typical Swiss meal by costumed waitresses. The climax is a hair-raising chase through snow so deep it sprays over the head of the chaser—Hellmut Lantschner, an Austrian and a former FIS champion. And there is, of course, the usual sparkling Jay narration with built-in humor.

Out in California, Warren Miller offers two films called "Deep and Light," featuring Emile Allais at Squaw Valley, and "California Skis," which features most of the ski areas in California and a host of top-notch racers and instructors. Miller's address is 1826 North Berendo Street, Los Angeles 27, California, and his films are personally narrated.

Also from California are the many films of Dr. Frank Howard, San Rafael's skiing dentist. Covering all phases of skiing from pure comedy to straight technique, these 16 mm. color and sound films show almost every national and international skimeister in action, and

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## Ski Films

every area but Mount Baker and Southern California. Two of Dr. Howard's films on ski technique are especially outstanding, and one called "This Is Skiing" is a satirical comedy that has rolled them in the aisles from Azusa, California, to Augusta, Maine. Running time varies from eleven to ninety minutes, and the films can be rented by writing direct to Dr. Howard.

Frank Scofield has produced a movie called "A World in White," which was filmed in the Canadian Rockies near Banff, Alberta. Réal Charette, director of the Snow Eagle Ski School at St. Jovite in the Laurentians, is the star of this one, and there are some wonderful shots of mountain scenery in it. There is also a sequence showing a skier coming down the peak slope of 9,000 foot Mount Redoubt; on either side of him are sheer drops of about three thousand feet, which, if he took an egg-beater, would provide him with one of the longest falls in history. Scofield's address is Box 207, Ste. Adele, P.Q., Canada.

### How Safe Is Skiing?

Did you know that the chances are only one in eight hundred that you will fracture a leg while skiing? Yessir, that's what some figures recently released by the National Ski Patrol seem to indicate. The Patrol says that a skier stands half of one percent chance of being hurt while skiing, and furthermore, only 25% of skiing injuries are fractures anyway. By one of the simpler operations of calculus you should be able to figure out that this adds up to one chance in eight hundred of breaking a leg. In other words, you can ski eight hundred days—forty days a year for twenty years—before the law of averages will catch up with you. So don't let your friends call you chicken—the next time you're up on old Bonecrusher point your skis straight down, and as you scream toward the bottom just keep mumbling softly to yourself: "Eight hundred to one—eight hundred to one—eight hundred to one—eight hundred to one—eight hundred to one—"

Oh, I say there, Ski Patrol! Hurry it up a bit, will you?

There was a young man named Pasquale  
Got a job on Patrol at Sun Valley;  
Though he skied with much grace  
He'd a horrible face  
And his mind was right off of its trolley.

SKI MAGAZINE, NOVEMBER 1951

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THIS PICTURE IS A REPRINT OF THE COVER FROM LIFE AND SKI MAGAZINE  
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## Alpine Safari

(Continued from page 30)

ling everyone they met, no matter what their nationality; Hank Ewing acted as "barker" in his best Virginian drawl. . . . The U.S. State Department's Information Center got wind of the affair and sent a special projector and operator up from Innsbruck—the result, two packed houses full of goggle-eyed Europeans and a lot of changed ideas about American skiing: "Why we used to think you choost skied on golf courses in Amerika—but this is wunderbar!" It was worth it in good will alone. . . . The frenzied taxi dash down to the train at Kitzbuhel—Clint Wyckoff missed the car and ran the twenty blocks to the station—he was so out of breath he couldn't even say "Auf Wiedersehen" when he got there just as the train pulled out in a cloud of farewells. . . .

Thus the trip drew to its close and I realized that soon it would be nothing but a mindful of pleasant memories. The group was dissolving—one of the most harmonious ski groups I've ever known. We had an *esprit de corps* that would have made a marine sergeant proud. Such a realization gives a tour leader his greatest satisfaction and gives him the confidence to ask: Coming with us *this* winter?



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## BERTHOUD FALLS INN SKI LODGE



## COLORADO SKI AREAS

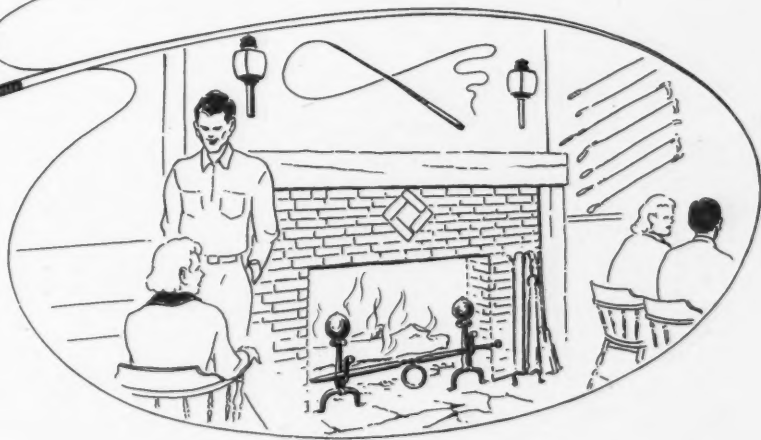
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